114-663

TRANSCRIPT OF RECORD.

SUPREME COURT OF THE UNITED STATES.

No. ~~[illegible]~~ 548

CALVIN AMORY STEVENS

Appellant,

vs.

THE NASHVILLE AND DECATUR RAILROAD COMPANY, AND THE LOUISVILLE, NASHVILLE AND GREAT SOUTHERN RAILROAD COMPANY.

APPEAL FROM THE CIRCUIT COURT OF THE UNITED STATES FOR THE MIDDLE DISTRICT OF TENNESSEE.

FILED OCTOBER 8, 1881.

SUPREME COURT OF THE UNITED STATES.

No.

CALVIN AMORY STEVENS, on behalf of the holders of Internal Improvement Bonds of the State of Tennessee, issued to the Central Southern Railroad Company,

vs.

THE NASHVILLE AND DECATUR RAILROAD COMPANY and the LOUISVILLE, NASHVILLE and GREAT SOUTHERN RAILROAD COMPANY.

TRANSCRIPT OF RECORD.

Appeal from the Circuit Court of the United States, Sixth Judicial Circuit, Middle District of Tennessee.

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Robert Clarke & Co., Printers, Cincinnati, O. [*Jan.*, 1879.

United States Circuit Court,

Sixth Judicial Circuit, Middle District of Tennessee.

IN EQUITY.

Calvin Amory Stevens, on behalf of the Holders of Internal Improvement Bonds of Tennessee, issued to the Central Southern Railroad Company,

versus

The Nashville and Decatur Railroad Company et al.

BILL FOR RELIEF.

E. L. ANDREWS and
GEORGE HOADLY,
Solicitors, and of Counsel for Complainant.

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United States Circuit Court,

Sixth Judicial Circuit, Middle District of Tennessee.

IN EQUITY.

To the Honorable, the Judges of the Circuit Court of the United States for the Sixth Judicial Circuit and Middle District of Tennessee.

Your orator, Calvin Amory Stevens, who is a citizen of the State of New York, brings this, his bill of complaint, against the Nashville and Decatur Railroad Company, and the Louisville, Nashville, and Great Southern Railroad Company, which are citizens of the State of Tennessee, and corporations organized, existing, and transacting business in said State by virtue of, and under, an act of the General Assembly of said State.

And thereupon your orator, complaining, shows unto your Honors that he brings this bill of complaint, as well on behalf of all other holders of the Internal Improvement bonds loaned by the State of Tennessee to the Central Southern Railroad Company, who may join in the prosecution and contribute to the expenses of this litigation, as on his own behalf as a holder of said bonds.

Your orator shows that the Central Southern Railroad Company was a body, politic and corporate, chartered by acts of the General Assembly of the State of Tennessee. The object and purpose of the creation of said corporation, by the said several charters, was the construction, completion, and, thereafter the operation and management of a line of railway for the transportation of passengers and freight from the city of , in the State of , through the territory of the State of Tennessee, to a point in

For this purpose powers were granted to said corporation, as are declared in the several charters and acts of incorporation. The said corporation was authorized to borrow money for the purposes of the enterprise. It was likewise authorized to impose liens and execute mortgages upon its property to provide for, and insure the payment of, its liabilities.

Your orator makes part of this, his bill of complaint, the said several charters and acts, with their several amendments, passed by the legislature of Tennessee, and attaches copies thereof, marked Exhibit A.

Your orator shows that in the month of January, 1868, a consolidation of the said Central Southern Railroad Company with the Tennessee and Alabama and the Tennessee and Alabama Central Railroad Companies was perfected pursuant to law. The consolidated corporation became and was thereafter known as the Nashville and Decatur Railroad Company, which is one of the respondents in this bill. On the 4th of May, 1871, the said Nashville and Decatur Railroad was leased to the respondent, the Louisville and Nashville and Great Southern Railroad Company for the term of thirty years, to commence from the first day of July, 1872. The aforesaid lessee is now in possession of and is operating the said Central Southern Railroad, a part of the line of the said Nashville and Decatur Railroad Company.

Your orator shows that the General Assembly of the State of Tennessee, by an act, passed the 11th of February, in the year 1852, determined to lend to the railroad companies within its limits, and specified in said act, the aid of its credit, for the completion of their several lines of railway.

The plan of that legislation was that each railroad company should procure a certain amount of *bona fide* subscriptions for its capital stock, and that it should have graded, bridged, and ready for the reception of rails, a certain number of miles of its road. By means of these preliminary requirements, assurance was obtained that each railroad company would be competent to fulfill the obliga-

tions it was to incur under the statute hereinafter set forth. The period of four years was allowed for the completion of each section of a road. The act proceeds to authorize and give validity to bonds of the State, which the governor was required to issue to each company. The amounts of the bonds were to be ascertained by the length of each railroad within the State, and the proceeds of the bonds were to be exclusively applied to the payment of the railroad iron, and equipments of the road to which they were loaned. The president of each railroad company, assisted by a commissioner appointed by the governor, was to negotiate the sale of the bonds loaned to his company. The act was made a public law for all purposes of notice, and a system of numbering was adopted for distinguishing each bond, and identifying the company to which it was issued. The tenor of the act which gave existence to the bonds, was, that each company become liable upon, and bound to perform, the obligations contained in, and represented by, the bonds loaned to it. Each company was to pay, from its own means, the interest upon the bonds loaned to it, as the same matured from time to time, and also to pay and discharge the principal debt, as it was expressed upon said bonds, when the same matured.

Your orator shows that the sale of the said bonds was to be the means of raising the money requisite for completing the superstructure, laying the rails, and providing the equipment of the roads. The bonds loaned to each company were to be payable in such places in the United States as its president might designate. In order to insure the said sale, and make a market for said bonds, and to create confidence in the public, and on the part of persons to whom said bonds might be offered for sale, and who might become the purchasers of the same, that each company would punctually pay the principal and interest of the bonds loaned to it, or, in case of its failure, that ample security should be provided therefor, which might be easily realized, it was provided by the statute, that "so soon as the bonds of the State shall have been issued for the first section

of the road, they shall constitute a lien upon said section, without a deed from the company," and the "State of Tennessee, upon the issuance of said bonds, and by virtue of the same, shall be invested with said lien or mortgage, without a deed from the company for the payment by said company of said bonds, with the interest thereon, as the same becomes due, and with a like mortgage or lien, without a deed from the company, upon the additional sections, and upon the entire road, including the stock, for the payment of all of the bonds issued to the company, and for the interest accruing thereon." This statutory lien was to be operative at once, and without conveyance or assurance of any kind from the corporations, and was to be superior to all other liens, upon the entire road and property of any corporation so receiving such public assistance, in the State of Tennessee. The statute was to be a substitute for a mortgage executed by each railroad company, for the purposes named in the act.

By the terms of an act of the same session provision was made for a public and official record of the issues of bonds to the several roads.

The Comptroller of the State was required to sign and number the coupons of the bonds issued to each railroad, and the Secretary of State was required to number and countersign the bonds; and upon delivering bonds to the several companies, the Secretary of State was required to take a receipt, reciting the number, date, and amount of the bonds so delivered. These receipts were to be taken in a well-bound book, to be deposited in the office of the Secretary of State.

The General Improvement law, above referred to, is herewith set out fully and at length, to wit:

AN ACT to Establish a System of Internal Improvements in this State.

SECTION I. *Be it enacted by the General Assembly of the State of Tennessee*, That whenever the East Tennessee and Virginia Railroad Company shall

have procured *bona fide* subscriptions for the capital stock in said company to an amount sufficient to grade, bridge, and prepare for the iron rails the whole extent of the main trunk line proposed to be constructed by said company, and it shall be shown by said company to the Governor of the State that said subscriptions are good and solvent, and whenever said company shall have graded, bridged, and shall have ready to put down the necessary timbers for the reception of rails, and fully prepared a section of thirty miles of said road at either terminus, in a good and substantial manner, with good materials, for putting on the iron rails and equipments, and the Governor shall be notified of these facts, and that section, or any part thereof, is not subject to any lien whatever, other than those created in favor of the State by the acts of 1851–2, by the written affidavit of the Chief Engineers and President of said company, together with the written affidavit of a competent engineer by him appointed, at the cost of the company, to examine said section, then said Governor shall issue *to said company* coupon bonds of the State of Tennessee, to an amount not exceeding eight thousand dollars per mile on said section, and on no other condition, *which bonds shall be payable at such place in the United States as the President of the Company may designate*, bearing an interest of six per centum per annum, payable semi-annually, and not having more than forty nor less than thirty years to mature.

SEC. 2. *Be it enacted*, That the bonds before specified shall not be used by said company for any other purpose than for procuring the iron rails, chairs, spikes, and equipments for said section of said road, and for putting down said iron rails, and the Governor shall not issue the same unless upon the affidavit of said President, and a resolution of a majority of the Board of Directors, for the time being, that said bonds shall not be used for any other purpose than for procuring the said iron rails, chairs, spikes, and equipments for said section, and for putting down said iron rails, and the Governor shall have power to appoint a commissioner to act under oath, in conjunction with said President, in negotiating said bonds for the purposes aforesaid, and to

act in any other matters pertaining to said company, where the interest of the State, in the opinion of the Governor, may require it.

SEC. 3. *Be it enacted, That so soon as the* BONDS *of the State shall have been issued for the first section of the road as aforesaid,* THEY *shall constitute a lien upon said section so prepared as aforesaid,* including the road-bed, right of way, grading, bridges, and masonry, upon all the stock subscribed for in said company, and upon said iron rails, chairs, spikes, and equipments, when purchased and delivered, and the State of Tennessee, upon the issuance of said bonds, and by virtue of the same shall be *invested* with *said* lien or mortgage without a deed from the company, *for the payment by said company of said bonds,* with the interest thereon as the same becomes due.

SEC. 4. *Be it enacted,* That when said company shall have prepared as aforesaid a second section, or any additional number of sections, of twenty miles each of said road, connecting with a section already completed for the iron rails, chairs, spikes, and equipments, as provided in the first section of this act, and the Governor shall be notified of the facts as before provided, he shall, in like manner, issue to said company like bonds of the State of Tennessee, to an equal amount with that before issued under the first section of the act for each and every section, of twenty miles of said road so prepared as aforesaid, but upon the terms and conditions hereinbefore provided, and upon the issuance of the said bonds, the State of Tennessee shall be *invested* with *a like mortgage or lien* without a deed from said company, upon said stock, and upon *said first and additional section or sections* of said road so prepared, upon the rails and equipments put, or to be put, upon the same, *for the payment of said bonds and the accruing interest thereon.* Provided, that if the last section of said road shall be less than twenty miles, or if the railroad proposed to be constructed by any company hereinafter specified, shall be less than thirty miles in extent, bonds of the State shall be issued for such section, or such railroad, as may be less than thirty miles in extent for an amount in proportion to the distance, as provided in this act, but upon the same terms and conditions in all respects, as required in

regard to the bonds to be issued for the other sections of said road. And when the whole of said road shall be completed the State of Tennessee shall be *invested with a lien, without a deed from the company*, upon the entire road, including the stock, right of way, grading, bridging, masonry, iron rails, spikes, chairs, and the whole superstructure and equipments, and all the property owned by the company as incident to or necessary for its business; and all depots, and depot stations, *for the payment of all of said bonds issued to the company* as provided in this act, and for the interest accruing on said bonds. And after the Governor shall have issued bonds for the first section of the road, it shall not be lawful for the said company to give, create, or convey to any person or persons, or body corporate whatever, any lien, incumbrance, or mortgage of any kind which shall have priority over, or come in conflict with, the lien of the State herein secured; and any such lien, incumbrance, or mortgage shall be null and void as against said lien or mortgage of the State, which shall have priority over all other claims existing or to exist against said company.

SEC. 5. *Be it enacted, That it shall be the duty of said company to deposit in the Bank of Tennessee, at Nashville, at least fifteen days before the interest becomes due from time to time, upon said bonds issued as aforesaid, an amount sufficient to pay such interest, including exchange or necessary commissions*, or SATISFACTORY EVIDENCE THAT SAID INTEREST HAS BEEN PAID OR PROVIDED FOR, and if said company fail to deposit said interest as aforesaid, or furnish the evidence aforesaid, it shall be the duty of the Comptroller to report that effect to the Governor, and the Governor shall immediately appoint some suitable person or persons, at the expense of the company, to take possession and control of said railroad, and all the assets thereof, and manage the same and receive the rents, issues, profits, and dividends thereof, whose duty it shall be to give bond and security to the State of Tennessee, in such penalty as the Governor may require, for the faithful discharge of his or their duty as receiver or receivers, to receive said rents, issues, profits, and dividends, *and pay over the same, under the direction of the Governor, toward the liquida-*

tion of such unpaid interest. And if said company fail or refuse to deliver up said road to the person or persons so appointed by the Governor, the person so appointed shall report that fact to the Governor, who shall forthwith issue his warrant, directed to the Sheriffs of the counties through which the road shall run, commanding them to take possession of said road, fixtures, and equipments, and everything pertaining thereto, and place the said receiver in full and complete possession of the same, and said receiver so appointed shall continue in the possession of said road, fixtures, and equipments, and run the same, and manage the entire road, until a sufficient sum shall be realized, exclusive of the costs and expenses incident to said proceedings, *to pay off and discharge the interest as aforesaid, due on said bonds,* which being done, the receiver shall surrender said road and fixtures and equipments to said company. The comptroller shall from time to time settle the accounts with the receiver, and the balance shall be deposited in the treasury of the State. The comptroller is authorized, and it is made his duty, upon his warrant to draw from the treasury any sum of money necessary to meet the interest on such bonds, *as may not be provided for by the company, as provided for in this act,* and the comptroller shall report thereof to the general assembly from time to time.

SEC. 6. *Be it enacted, That if said company shall fail or refuse to pay any of said bonds when they fall due,* it shall be the duty of the Governor to notify the Attorney-General of the district in which is situated the place of business of said company of the fact; and thereupon, said Attorney-General shall forthwith file a bill against said company in the name of the State of Tennessee, in the Chancery or Circuit Court of the county in which is situated said place of business, setting forth the facts, and thereupon said Court shall make all such orders and decrees in said cause as may be deemed necessary by the Court, *to receive the payment of said bonds, with the interest thereon, and to indemnify the State of Tennessee, against any loss on account of the issuance of said bonds,* by ordering the said railroad to be placed in the hands of a receiver; ordering the sale of said road, and all the property and assets attached thereto

or belonging to said company, or in such other manner as the Court may deem best for the interest of the State.

SEC. 7. *Be it enacted*, That at the end of five years after the completion of said road, said company shall set apart one per centum per annum upon the amount of bonds issued to the company, and shall use the same in the purchase of bonds of the State of Tennessee, which bonds the company shall pay into the treasury of the State, after assigning them to the Governor, and for which the Governor shall give said company a receipt, *and as between the State and said company, the bonds so paid in shall be a credit on the bonds issued to the company; and bonds so paid in, and the interest accruing thereon, from time to time, shall be held and used by the State as a sinking fund for the payment of the bonds issued to the company, and should said company repurchase any of the bonds issued to it under the provisions of this act, they shall be directed as aforesaid*, AND CANCELED. And should said company fail to comply with the provisions of this section, it shall be proceeded against, *as provided in the 5th section of this act.*

SEC. 8. *Be it enacted*, That the President of the company shall make semi-annual reports, under oath, to the Governor, until the completion of said road, setting forth fully the condition of the road and the company, and after its completion he shall report to the Governor annually, showing the financial condition of the company, giving a statement of the trade and travel upon the road, the receipts and expenditures, net earnings, and dividends, and what per cent. is paid on the stock to the stockholders. And said reports shall be consolidated every two years by the President of said company, and said consolidated reports shall be laid before the Governor by the first of September, every two years after the completion of the road, and the Governor shall lay said report before the Legislature for its action, at the next meeting thereof, after said report is made.

SEC. 9. *Be it enacted*, That it shall not be lawful for any officer of said company to engage in any speculation or dealing, directly or indirectly, in any real estate on or along the line, at any of the de-

pots or depot stations, or at either terminus of said road, until after the road is completed, and every officer of the company, before entering upon the duties of his office, shall take an oath in writing, before any judge or justice of the peace in this State, that he will not knowingly violate the provisions of this act, and that he will faithfully perform the duties of his office; and if any such officer of the company, or other person taking an oath as herein provided, knowingly swear falsely, he shall be deemed guilty of perjury, and subject to all the pains and penalties thereof, and every affidavit required under this act may be sworn to before any judge or justice of the peace in this State.

SEC. 10. *Be it enacted*, That the provisions of this act shall extend to and embrace the Chattanooga, Harrison, Georgetown, and Charlestown Railroad Company, the Nashville and Northwestern Railroad Company, the Louisville and Nashville Railroad Company, the Southwestern Railroad, the McMinnville and Manchester Railroad Company, the Memphis and Charleston Railroad Company, the Nashville and Southern Railroad Company, the Mobile and Ohio Railroad Company, the Nashville and Memphis Railroad Company, the Nashville and Cincinnati Railroad Company, the East Tennessee and Georgia Railroad Company, the Memphis, Clarksville, and Louisville Railroad Company, and the Winchester and Alabama Railroad Company, so far as the main trunk roads to be constructed by said companies lie within the limits of this State, and not otherwise, and said companies shall have all the powers and privileges and be subject to all the restrictions and liabilities contained in this act.

SEC. 11. *Be it enacted*, That the gauge of all of said railroads (unless connecting with roads in other States of a different gauge) shall be the same as that of the Nashville and Chattanooga Railroad, and not otherwise, and the iron rails to be put upon said road shall not be less than eighty tons to the mile, if the U rail is used, and not less than one hundred tons to the mile if the T rail is used.

SEC. 12. *Be it enacted, That the State of Tennessee expressly reserves the right to enact by the Legislature thereof, hereafter, all such laws as may be deemed neces-*

sary to protect the interest of the State, and to secure the State against any loss IN CONSEQUENCE OF THE ISSUANCE OF BONDS UNDER THE PROVISIONS OF THIS ACT. BUT IN SUCH MANNER AS NOT TO IMPAIR THE VESTED RIGHTS OF THE STOCKHOLDERS OF THE COMPANIES.

SEC. 13. *Be it enacted*, That it shall be the duty of the Governor, from time to time, when there shall be reliable information given to him that any railroad company shall have fraudulently obtained the issuance of bonds of this State, or shall have obtained any of said bonds contrary to the provisions of this act, he shall notify the Attorney-General of this State, whose duty it shall be forthwith to institute, in the name of the State, a suit in the Circuit or Chancery Court of the county of the place of business of the company, setting forth the facts; and when the fact shall satisfactorily appear to the Court, that any of said bonds shall have been fraudulently obtained, or obtained contrary to the true intent, meaning, and provisions of this act, then, and in such case, the Court shall order, adjudge, and decree, that said road lying in the State, with all the property and assets of said company, or a sufficiency thereof, shall be sold, and the proceeds shall be paid into the treasury, *and it shall be the duty of the comptroller immediately to vest the same in stocks, creating a sinking fund, as provided for in the 7th section of this act;* and said company shall forfeit all rights and privileges under the provisions of this act, and the stockholders thereof shall be individually liable *for the payment of the bonds so fraudulently obtained* by such company, and for all other losses that may fall upon the State in consequence of the commission of any other fraud by such company, excepting such stockholders as may show to the said Court that they were ignorant of or opposed to the perpetration of such frauds by the company.

SEC. 14. *Be it enacted*, That in the event any of the roads, fixtures, or property belonging to any of said roads shall be sold under the provisions of this act, it shall be the duty of the Governor to appoint an agent for the State, who shall attend said sale and protect the interest of the State, and shall, if necessary to protect said interest, buy in said road or property, in the name of the State; and in case said

agent shall purchase said road for the State, *the Governor shall appoint a receiver, who shall take possession of said road and property, and use the same as provided for in the 5th section of this act*, and said receiver shall settle with the comptroller semi-annually until the next meeting of the General Assembly.

SEC. 15. *Be it enacted, That this act shall be deemed and taken to be a public act as to all purposes of notice: Provided*, That should any of the companies hereinbefore enumerated have, *bona fide*, and before the passage of this act, purchased or otherwise contracted for, upon their own credit, the necessary iron, rails, spikes, equipments, for the road or roads, or any section or sections thereof, the bonds of the State shall be issued to such company or companies, as hereinbefore prescribed.

SEC. 16. *Be it enacted*, That the railroad companies specified in this act, and all other railroad companies hereafter incorporated in this State, shall have power to construct their roads so as to cross each other, if necessary, by the main trunks or branches, or to unite with each other, or with the branches thereof; and it shall be the duty of said companies, when required, to receive on their roads and branches, the full loaded freight cars from each other and the branches thereof, and transport the same to their destination, and return them, without charging for the transportation of the goods, wares, merchandise, and produce therein, any greater rate of freight than they charge for similar goods, wares, merchandise, and produce in their own cars. *Provided*, that said companies shall not be compelled to receive such cars on their roads, unless they are constructed with the same gauge, and are of equal strength with their own cars, of which the principal engineer of the road of which it is proposed to require said cars to be transported shall be the judge. *Provided*, that the bonds of the State, proposed to be issued to the Memphis and Charleston Railroad Company under the provisions of this act, shall, in event of their issuance to said company, be divided between the main trunk line, proposed to be constructed by said company, and the branch thereof, from the town of Moscow to the town of Sommerville, in the county of Fayette, according to the respective lengths of

said main trunk line and said branch; and the lien of the State, as herein secured, shall continue upon said main line, and also upon said branch, until said bonds and interest are paid, as heretofore provided.

SEC. 17. *Be it enacted*, That in all cases where bonds may be issued to any of said companies, as provided in this act, the State of Tennessee shall be entitled to two directors in each company, to be appointed by the Governor of the State, to which bonds may be issued.

SEC. 18. *Be it enacted*, That when the Nashville and Chattanooga Railroad Company shall have completed twenty-five miles of their road, in addition to the eighty miles specified in the second section of the act, passed the 4th of February, 1848, chapter 169, then the Governor of the State shall indorse and guarantee, in the name and on behalf of the State of Tennessee, the bonds of said company to the amount of one hundred and seventy-five thousand dollars, and in like manner, when another section of twenty-five miles of said road shall have been completed, the Governor of the State, in the name and on behalf of the State, shall indorse and guarantee the bonds of said company to the additional amount of one hundred and seventy-five thousand dollars, and said bonds are to be indorsed and guaranteed in the same manner, and the same indemnity is to be furnished by said company for the protection of the State, and the like lien is to be given, and the same character of bonds are to be indorsed and guaranteed, as provided in the said act of the 4th of February, 1848.

SEC. 19. *Be it enacted*, That the aid contemplated by the first section of this act, shall only be extended to one of the roads chartered under the names of the Nashville and Southern Railroad Company, and the Tennessee and Alabama Railroad Company. *Provided*, That the first of said roads which shall secure the subscription of the capital stock, for the construction of the same, shall be entitled to such aid. *Provided further*, If the Nashville and Southern Railroad Company first obtained the stock in their railroad, as provided in the first section of this act, and shall construct their road to the Tennessee river, to the Mississippi State line, or to a point between the

Tennessee river and the Mississippi State line, then the Tennessee and Alabama Railroad Company may construct their road from the Alabama State line to intersect with the Nashville and Southern Railroad, at such point as said company may select, and the provisions of this act shall extend to the Tennessee and Alabama Railroad, from said Alabama State line to said point of intersection. But if the Tennessee and Alabama Railroad Company first obtain the stock in their railroad, as provided in the first section of this act, and construct their road to the Alabama line, in the direction of Florence, then the Nashville and Southern Railroad Company may construct their railroad from the Tennessee river, the Mississippi State line, or any point between the Tennessee river and the Mississippi State line, so as to intersect the Tennessee and Alabama Railroad, at such point as the company may select, and the provisions of this act shall extend to said railroad from said point of intersection to the Tennessee river, the Mississippi State line, or to any point between the Tennessee river, and the Mississippi State line. And the Nashville and Southern Railroad Company, and the Tennessee and Alabama Railroad Company, shall have power to unite or consolidate their stock if they deem it advisable, and upon such terms as the companies may agree upon. *Provided also*, that if the Memphis and Nashville Railroad Company shall not comply with the requirements of this act, and complete thirty miles of their road within four years; or if the Nashville and Northwestern Railroad Company shall, in like manner, fail to complete thirty miles of their road within four years, then the Tennessee Central Railroad Company shall have all the rights, powers, privileges, and benefits intended to be given by this act, to those companies respectively, under the same restrictions and limitations; but the said Tennessee Central Railroad Company shall be allowed two years longer time, in which to prepare thirty miles of their road-bed for the reception of the iron rails, and may then receive the aid of the State, in the issuance of bonds for their benefit, as prescribed in this act. *Provided*, That this provision shall not preclude any subsequent legislature from extending the time of four

years, in which to complete any section of thirty miles of said Nashville and Memphis, or Nashville and Northwestern Railroad. *That each of said companies is hereby authorized and required to appoint an agent or agents to whom the bonds shall be delivered, and whose duty it shall be to control said bonds, and see that they are exclusively applied to the payment of the railroad iron and equipments, as provided for in this act, and for no other purpose whatever.* And the said agent, before he receives the bonds of the State, shall give bond and security, to be approved by the Governor and payable to the State of Tennessee, for the application of the bonds, or the proceeds thereof, to the purposes aforesaid. *Provided*, That before any bonds, under the provisions of this act, shall be issued to any agent of any railroad contemplated by this act, the president of any such company shall first deposit in the office of the Secretary of State, a full, true, and accurate list of all the stockholders, with the sums subscribed by each and every stockholder.

SEC. 20. *Be it enacted*, That no road embraced in this act shall be entitled to State aid unless it shall, *within four years*, complete at least one section of thirty miles, or the whole length of the road, if less than thirty miles long.

Those portions of the act passed on February 21st, 1852, providing for identification of the bonds, by means of public records, are as follows :

SEC. 7. *Be it further enacted*, That the different Internal Improvement Companies, to whom the bonds of the State may be loaned under the different acts of the present Legislature, shall pay the expenses of engraving and preparing the same.

SEC. 8. *Be it enacted*, That the Governor of the State shall cause to be engraved and printed, the bonds which may be issued under the acts of the present General Assembly, as a loan made to Internal Improvement Companies, and the said bonds shall bear date on the first day of January prior to their issuance, and the coupons thereto shall be payable on the first days of January and July of each year.

SEC. 9. *Be it enacted, That the coupons shall be signed and numbered by the comptroller, and the bonds shall be countersigned, sealed, and numbered by the Secretary of State, and upon delivering said bonds to the company authorized to receive the same, the Secretary of State shall take a receipt, reciting the number, date, and amount of said bonds*, in a well-bound book to be deposited in his office, and the Comptroller and Secretary of State shall each be entitled to receive twenty-five cents for each bond so prepared, to be paid by the party receiving the said bond.

Your orator shows that the State of Tennessee, by act of its General Assembly, passed on the 8th of February, 1854, increased the amount of bonds to be issued to the several "internal improvement companies from $8,000 to $10,000 per mile," and provision was made for an issue of similar bonds to be used for bridge purposes. The said act was amendatory of the act passed 11th of February, 1852, "to establish a system of internal improvement in this State," and required that the increased amount of bonds should be received, "upon the terms and conditions mentioned in the act, which this was intended to amend." By the act of February 17, 1854, the length of the sections which it was necessary for the railroads to complete before obtaining bonds of the State, was decreased from twenty to ten miles, after the completion of the first section of thirty miles. By the act of January 19, 1855, the foregoing act was amended so that the grading only of ten-mile sections was required, in lieu of the completion of said sections. The act of October 29, 1855, was amendatory of the bridge law, above mentioned.

Your orator attaches hereto copies of said acts above referred to, marked Exhibit B, and makes them a part of his bill of complaint.

Your orator shows that there was delivered on account of the Central Southern Railroad and to the company of that name, internal improvement bonds of the State of Tennessee, being of the numbers, dates, and in the amounts hereinafter set forth :

7,781 to 7,908, White, B, 128	$128,000
7,909 to 8,079, White, B, 171	171,000
9,969 to 9,981, White, B, 13	13,000
10,602 to 10,614, White, B, 13	13,000
11,019 to 11,194, White, B, 176	176,000
1,219 to 1,238, White, C, 20	20,000
2,471 to 2,545, Green, no letter, 75	75,000
	$596,000

A copy of one of the said bonds and coupons is hereto attached, marked Exhibit C.

Your orator shows that the said bonds, to the amount of $596,000, were received by or on behalf of the Central Southern Railroad Company through the officers appointed in the act of February 11, 1852, and were, by the said company, negotiated and sold, in pursuance of law, to *bona fide* holders. The proceeds of these bonds were to be applied to enable the company to which they were loaned, to earn the interest and principal moneys of the said obligations. About four hundred and twenty-three of the said bonds are now outstanding in the hands of *bona fide* holders. Your orator is the owner and holder of thirteen of said bonds, each of the denomination of $1,000, being of the numbers, dates, and descriptions in all respects of the bonds heretofore described and issued to the Central Southern Railroad Company by the State of Tennessee.

Your orator is likewise the holder of seven coupons, attached to each one of said bonds, the same representing the installments of interest for three and one-half consecutive years, beginning with the installment that fell due on the 1st of January, 1876, and including the installment of the first day of January, 1879, and amounting in the aggregate to twenty-one per cent. of the par or principal amount of each one of the aforesaid bonds. Your orator shows that the holders of said bonds are very numerous, and reside in foreign countries, as well as in different parts of the United States. Their names are in great part unknown to your orator, and they are therefore not made parties hereto.

And further complaining, your orator shows that the Central Southern Railroad Company and its successor, the Nashville and Decatur Railroad Company, have failed to comply with the provisions of the general internal improvement law above recited, for the payment of the said installments of interest on your orator's bonds, and on the bonds of other holders in like situation, and the coupons of the bonds aforesaid are now in default and unpaid.

Your orator charges like defaults upon the coupons that have fallen due and have become payable by the Central Southern and Nashville and Decatur Railroad Companies, according to the terms of the statute, on the first day of January, 1876; on the first day of July, 1876; on the first day of January, 1877; on the first day of July, 1877; on the first day of January, 1878; on the first day of July, 1878, and on the first day of January, 1879. The State of Tennessee is likewise in default on said coupons.

Your orator is entitled to the enforcement of the lien aforesaid, for the payment of interest on his bonds, and those of other holders, and for the appointment of receivers, under the powers of this Court of equity, for the purposes described in the statute.

Your orator further shows that it is provided by the statute that upon default in the payment of interest by any of the Internal Improvement Companies, upon the bonds loaned it, the right to impound the rents, issues, profits, and dividends shall accrue, for the purpose of paying over the same toward the liquidation of the unpaid interest. For the execution of that purpose, it provides that some suitable person or persons shall be appointed as receivers to take possession and control of said railroad, and all the assets thereof. Said receiver is to continue in possession and manage the entire road until a sufficient sum shall be realized, exclusive of the costs and expenses incident to such proceedings, to pay off and discharge the interest due on the bonds.

And now your orator shows that the said railroad company pretends and claims that the aforesaid lien on its

property is satisfied and discharged, without payment of the interest or principal of your orator's bonds, and that it is also absolved from the obligation which it assumed by the acceptance and use of your orator's bonds to pay the interest thereon.

It claims that the discharge of said incumbrance has been effected by and through the means of certain legislation, enacted in the years 1869 and 1870, many years after the sale of the said bonds, and while the same were outstanding, in the hands of *bona fide* purchasers thereof.

The said company pretends that by the act of February 21, 1856, increasing the sinking fund to two per cent. per annum, to commence from the date of the issuance of internal improvement bonds, and providing for reinvestment of the accruing interest in the sinking fund, it was intended that deliveries of bonds into the sinking fund should constitute a discharge of the statutory lien on the road, without payment of interest or principal of the bonds loaned to the company. It claims a similar effect to be deduced from the act passed on 20th March, 1860. Copies of the said acts are herewith attached, marked Exhibit D.

The said company likewise pretends that, by means of the acts of February 25, 1869, and of January 2, 1870, it was enabled to extinguish the obligation to pay the interest and principal of the internal improvement bonds issued to it, by means of the delivery to the State of any obligations of the State, though the said obligations were not secured by a statutory lien upon the Central Southern Railroad, or issued in aid thereof. The defendant claims to have complied with the provisions of said acts, and to have thereby discharged the said incumbrance, without payment of the bonds for which it was responsible.

Your orator shows that the said pretense is fraudulent, and he charges the facts to be as follows:

During the late civil war the railroad companies did not pay the interest on the bonds issued to them, and after the war they still continued in great part in default in making the payments of interest on the said bonds. The State

of Tennessee had likewise been in default during the same time. The market value of the bonds had meanwhile fallen very greatly, and the securities were very much depreciated, to fifty per cent. or less of their par value.

Under these circumstances, the officials of the railroad companies conceived the project of avoiding the liabilities of these corporations for the payment of the bonds loaned to them. Their project was to treat the lien on the railroads as the absolute property of the State, without regard to the trust in favor of the holders of the bonds whose moneys the companies had received. They purposed to induce the legislature to proceed upon this basis, and to assign the lien on each road, in consideration of the receipt by the State of an amount of its bonds from each company, without regard to whether they were the bonds loaned to and the obligations of the company delivering them, and were entitled to the lien on its road. They applied themselves to the procurement of such acts of the General Assembly of Tennessee as they deemed would assist them in the accomplishment of their projects.

Your orator shows that the General Assembly did pass an act on February 25, 1869, a copy of which is hereto attached, marked Exhibit E. Your orator shows that the said act, as passed, differed in material respects from the bill drafted by the agents of the corporations. It had been amended in the course of its passage through the assembly, so as to preserve the rights of the Internal Improvement bondholders to their liens on the several railroads.

Your orator shows that the railroad companies, not being content with the said act, and not deeming that they had thereby acquired even the appearance of legislative support for the project on which they desired to enter, procured, at the next session of the legislature, the introduction of a bill, which, as amended, became the act of January 2, 1870, a copy of which is hereto attached, marked Exhibit F.

Your orator further shows that the said last mentioned

act, as passed, differed in material respects from the bill which the officials of the railroad corporations had procured to be introduced, as appears by the insertion of the provisions hereinafter referred to.

Your orator shows that about said time the officers of some of the railroad corporations obtained the opinion of counsel that they might safely embark on the venture above described, and disregard the rights and liens of the holders of the internal improvement bonds. Your orator prays leave to bring proof of said opinions on the trial, and particularly of the opinion of Edward H. East and others. Your orator shows that at the time the officials of some of the railroad companies offered the new or so-called substitution bonds for sale (which bonds they claimed had acquired the lien of your orator's bonds), they published an opinion of New York counsel seeking to show that the State had the right to treat the liens of the internal improvement bonds in the manner above described. The said transaction in all its entirety was fully understood by the railroad company, and by the purchasers of the new bonds, as appeared from the face of their bonds, the deed purporting to secure them, and the legal opinions above mentioned. They knew that they were engaged in an attempt to grasp the security and property conferred by the distinct language of the statute upon the holders of the internal improvement bonds, for the payment of the interest and principal of their bonds.

Your orator further avers and shows that the said pretenses and claims are illegal and invalid and fraudulent. The defendants never had, nor have they, any right to affect or impair the contract and lien which was created and entered into by and between the holders of the internal improvement bonds loaned by the State of Tennessee to the railroad company, and the State of Tennessee as trustee of the said lien or mortgage, and the railroad company as the debtor under the said contract and lien.

Your orator charges that none of the aforesaid acts of the General Assembly purport to authorize the discharge of the lien of the internal improvement bonds, issued to the railroad

company, in any other mode than by the delivery of the identical bonds constituting liens upon the said railroad. The act of February 25, 1869, provides that the interest of the present bondholders of the State shall not be affected, and that railroad companies which have issued second-mortgage bonds, availing themselves of the provisions of that act, shall file with the comptroller, bonds of the same series as those loaned to such company, for which the State holds a first-mortgage lien. The act of January 2, 1870, requires that its provisions shall not be so construed as to allow the payment and satisfaction of debts created by bonds issued by the State, and upon which the State is secondarily liable, nor to the payment of the sinking fund.

Your orator charges that, under and by virtue of the provisions of the general internal improvement law of February 11, 1852, the State of Tennessee was only secondarily liable for the bonds loaned by it to the Central Southern Railroad Company, and that the said company was primarily liable under the provisions of said act, for the payment of the principal and interest of said bonds. And your orator charges that the said acts were not applicable by their terms to the lien secured to the bonds issued in aid of the Central Southern Railroad Company.

Your orator further charges that by the terms of the general improvement law of February 11, 1852, the State of Tennessee constituted herself the trustee for whomsoever might become the holders of the bonds loaned to the several railroad companies named in the act. The terms of that trust were defined and set forth in the sections of the statute.

By the acceptance of the bonds, and the use of their proceeds by the Central Southern Railroad Company, a mortgage lien attached to the property of the company, without a deed from the company, and the conditions of that mortgage were as prescribed in the statute. By the purchase of the said bonds, the holders thereof became entitled, by contract, to the lien rights set forth in the internal improvement law. That lien was distinctly specified to be

for the payment of the principal and interest of the bonds loaned to the company, as the same accrued and became due.

Your orator charges that the aforesaid acts, of date subsequent to the issuance of said bonds, in so far as they attempt, or may be construed to have authorized the satisfaction of the statutory lien established for the benefit of the holders of the internal improvement bonds of Tennessee loaned to the said company, by any other means than payment, impaired or sought to impair the obligation of the contract aforesaid, and were in violation of the Federal Constitution, and void, and all acts committed thereunder are illegal and null.

Your orator likewise shows that, by virtue of his right in equity as a lienholder and the terms of the statutory mortgage above described, he is entitled to have the possession of the Central Southern Railroad, in the State of Tennessee, secured by a receivership, for the benefit of the holders of the internal improvement bonds aforesaid, loaned to the Central Southern Railroad Company, and for the payment of the interest thereon, for which the said company became bound. The receiver or receivers so to be appointed should apply the revenues of the property to the payment of the overdue interest on said bonds.

Your orator shows that the officials of the State of Tennessee, named in the internal improvement law for the execution of the trusts pertaining to the statutory receivership, to wit, the comptroller and the governor, claim to be bound by the subsequent acts of the General Assembly of Tennessee, passed in the years 1869 and 1870, and your orator is unable to obtain the action of the said officials, or of the State of Tennessee, as trustee for the execution of the trusts aforesaid. Your orator shows that he is remediless at law and without the intervention of a court of equity.

Wherefore, your orator prays that the priority of the said lien of the internal improvement bonds and coupons aforesaid, upon all the railroad equipment, incomes, tolls, rights,

privileges, property, and franchises of said Central Southern Railroad Company, within the State of Tennessee, may be established above all other claims and demands, as constituting the first and paramount incumbrance on said property and rights. That the income of said property, arising from its use in said State, may be applied to the payment of interest accrued and to accrue upon the bonds hereinbefore described, and as may appear by proofs before a master to be still outstanding and unpaid. That the said property may be seized by order of this Court and placed in the hands of receivers, to be administered according to the liens and trusts declared upon it, and to which it has been pledged and covenanted to be applied.

And, may it please your Honors, to grant unto your orator such further or other and different relief in the premises, as the nature of the case may require, and be consistent with equity and good conscience.

May it please your Honors, to grant unto your orator writs of subpena of the United States of America, to be directed to the said Nashville and Decatur Railroad Company and the Louisville, Nashville and Great Southern Railroad Company, and against all other persons interested in this matter and amenable to the jurisdiction of this Court, when discovered, thereby commanding them and every one of them, at a certain day and under a certain penalty therein to be specified, personally to be and appear before your Honors, in this honorable Court, and then and there to answer all and singular the premises, and to stand to, perform, and abide such orders and decrees therein as to your Honors shall seem meet.

E. L. ANDREWS and GEORGE HOADLY,
Solicitors, and of Counsel for Complainant.

APPENDIX.

Exhibit B.

ACT OF FEBRUARY 8, 1854.

AN ACT to amend an act passed 11th February, 1852, entitled "An Act to establish a system of Internal Improvement in this State."

SEC. 1. *Be it enacted by the General Assembly of the State of Tennessee*, That the bonds of the State shall issue to the companies mentioned in the first and tenth, and nineteenth sections of the act which this is intended to amend, and also to the "Edgefield and Kentucky Railroad Company," "Central Southern Railroad Company," "Knoxville and Charleston Railroad Company," Mississippi Central and Tennessee Railroad Company," "Knoxville and Kentucky Railroad Company," "Tennessee Western and Charleston Railroad Company," and "Cincinnati, Cumberland Gap and Charleston Railroad Company," *upon the terms and conditions mentioned in the act which this is intended to amend*, but to the extent of ten thousand dollars (instead of eight thousand) per mile. *Provided*, that the aid of the State shall be extended to the South Carolina, Tennessee and Kentucky Railroad Company, in lieu of the Knoxville and Charleston Railroad Company, to the extent of fifty-five miles, and no more, in the event the Blue Ridge Railroad Company of South Carolina shall adopt the charter of said South Carolina, Tennessee and Kentucky Railroad Company, and obligate themselves in such manner as shall be satisfactory to the Governor, not to stop the construction of the said road at a junction with the East Tennessee and Georgia Railroad, but to build said road to South West Point; and said South Carolina, Tennessee and Kentucky Railroad Company, before it shall receive the aid herein provided, shall bring itself within the general provisions in all respects, of the act which this is intended to amend. But should the Blue Ridge Railroad Company not adopt such charter, and enter into the obligations aforesaid, then the provisions of this act and that which it is intended to amend, shall apply in all things to the Knoxville and Charleston Railroad Company.

SEC. 2. *Be it further enacted*, That bonds of the State shall issue to the companies mentioned in the first section of this act, and the tenth and nineteenth sections of that which this is intended to amend, for each bridge that said companies, or either of them, may have to build in East, Middle, and West Tennessee, across the Holston, Clinch, Big Hatchie, Tennessee, and Cumberland rivers, for the maximum sum that bonds are provided to be issued to said East Tennessee and Georgia Railroad Company, by an Act passed February 4, 1852, entitled, "An Act to aid in the completion of the East Tennessee and Georgia

Railroad," and upon the terms and conditions mentioned in said Act (except the 2nd section), and also in the fifth and sixth sections of an Act, passed February 26, 1852, entitled "An Act to charter the Chattanooga, Blue Spring, and Cleveland Railroad Company, and for other purposes," and said bonds to be issued under this section shall be included in the aggregate amount of stock raised by said companies in the same manner that the three hundred thousand dollars of bonds loaned to the East Tennessee and Virginia Railroad Company, under an Act, passed January 15, 1852, to enable said company to build bridges, are provided to be included in the aggregate amount of stock to be raised by the East Tennessee and Virginia Railroad Company.

SEC. 3. *Be it further enacted*, That the office of "Commissioner of Roads" be filled by the appointment of the Governor; that the incumbent shall hold his office for two years, and shall receive an annual salary of two thousand dollars. It shall be his duty to examine into the condition of railroad companies applying for the bonds of the State, and to report on oath to the Governor, the condition of said roads and the companies owning them; inquiring into and reporting all the facts necessary to be reported upon under this Act, and that which this is intended to amend. He shall further superintend and supervise the interest of the State in all the railroads and turnpike roads of this State, and whenever he may deem it necessary, report to the Governor any facts he may believe to be of importance to said interest. The said commissioner, in making his investigations, shall have the power to administer oaths, and send for persons and papers; and may, if in the opinion of the Governor it should be necessary and proper, apply to the Courts for aid to protect said interests; and it shall not be lawful for the Governor to issue such bonds to any railroad company until he shall be satisfied they have complied with the law.

SEC. 4. *Be it enacted*, That if any officer, agent, or servant of any railroad company receiving the bonds of the State, shall appropriate said bonds or the money arising from the sale thereof, or any portion of either, to any other use than that prescribed in the Act under which said bonds shall be issued, such person or persons so offending shall be deemed guilty of a felony, and, upon conviction, shall undergo confinement in the penitentiary for a period of not less than five nor more than fifteen years.

SEC. 5. *Be it enacted*, That no road embraced in this Act shall be entitled to its provisions, unless it shall, within four years, grade one section of thirty miles.

SEC. 6. *Be it enacted*, That the Governor shall indorse and guarantee the bonds of the Nashville and Chattanooga Railroad Company to an amount not exceeding six hundred and fifty thousand dollars, and the State shall thereupon, by virtue of this Act, be invested with a lien

upon the entire road of said company, with all its equipments, fixtures, etc., and shall have the same remedies for enforcing said lien as are given by previous Acts of the General Assembly directing an indorsement of the bonds of said company. The provisions of this Act shall extend to all railroad companies mentioned in the aforesaid Act, passed February 11, 1852, whose charters, routes, or names have been, or may hereafter be, changed; and if any two or more of said companies shall be consolidated, they, or the consolidated company, shall still be entitled to the provisions of this Act.

SEC. 7. *Be it further enacted*, That the Mississippi Central and Tennessee Railroad Company shall be entitled to the provisions of this Act from Jackson, Tennessee, to the Tennessee river, for any extension of said road which said company may make from Jackson by way of Huntingdon in the direction of Nashville. And, *provided further*, that nothing in this Act shall be so construed as to extend the time for the completion of the first section of the roads mentioned in the said Act of 11th February, 1852.

SEC. 8. *Be it enacted*, That the bonds to be issued under the provisions of this Act shall, *in no case be sold at less than par.*

SEC. 9. *Be it further enacted*, That the first section of an Act, passed February 11, 1852, entitled "An Act to establish a system of internal improvements in this State," be so amended that whenever the East Tennessee and Virginia Railroad Company shall have graded and shall have ready to put down the necessary timbers for the reception of rails, as is contemplated in said section, from Knoxville to the Holston river at Magbie's ferry, or to the Holston river at Middletown, at each end, it shall be the duty of the Governor to issue bonds of the State to the company, as is required in said section, and when said company shall have complied with the above requisitions, it shall be considered as fulfilling the requirements in full of the first section of the Act above referred to.

SEC. 10. *Be it enacted*, That the provisions of this Act shall extend to and embrace the Mississippi and Tennessee Railroad Company, chartered 5th December, 1853, and the State aid given to other roads by this Act shall be given in like manner to the said Mississippi and Tennessee Railroad, so far as the same lies in the State of Tennessee.

SEC. 11. *Be it enacted*, That the farther time of two years is hereby extended to the Southwestern Railroad Company to bring themselves within the provisions of the Act entitled "An act to establish a system of internal improvements in this State."

SEC. 12. *Be it further enacted*, That this Act shall take effect from and after its passage.

WM. H. WISENER,
Speaker of the House of Representatives.
EDWIN POLK,
Speaker of the Senate.

ACT OF FEBRUARY 17, 1854.

AN ACT to amend the charter of the Memphis and Somerville Turnpike Company, and for other purposes.

. . . . . .

SEC. 5. *Be it enacted*, That the fourth section of an Act to establish a system of internal improvements in this State be amended by striking out the word *twenty* wherever it occurs in said section, and inserting the word *ten*, so as to allow all the railroad companies entitled to the benefits of said act, and an Act, passed February 8, 1854, as an amendment thereto, to obtain the bonds of the State upon sections of *ten* miles instead of *twenty* miles, after the first section of thirty miles has been completed.

WM. H. WISENER,
Speaker of the House of Representatives.
EDWIN POLK,
Speaker of the Senate.

ACT OF JANUARY 19, 1855.

AN ACT to amend the Internal Improvement Acts of 1852 and 1854.

SEC. 1. *Be it enacted by the General Assembly of the State of Tennessee*, That hereafter it shall not be necessary for the Engineer-in-Chief to swear to the subscription list, solvency, and condition of any railroad company applying for State aid, but the oath required of the Engineer shall be taken by the President and Treasurer of the company, whose duty it is to know of the condition, solvency, and financial affairs of said company.

SEC. 2. *Be it further enacted*, That it shall be lawful and proper for the East Tennessee and Virginia Railroad Company to lay down iron at either end of said road, and to draw the bonds of the State according to the General Internal Improvement Act, passed February 11, 1851–2, and the Act of February, 8, 1853–4.

SEC. 3. *Be it enacted*, That the fifth section of the Act of February 17, 1854, be so amended that hereafter the bonds of the State may issue for ten miles or more of road graded, as required by existing laws, after the completion of the first thirty miles.

SEC. 4. *Be it further enacted*, That so much of the General Internal Improvement Acts of 1851–2, and 1853 and 1854, as requires the several railroad companies embraced within the provisions of the aforesaid Acts to have the bridges, abutments, and embankments on the several sections of their respective roads completed before the bonds of the State shall issue to the companies of said roads, be so amended as to accept those bridges, abutments, and embankments which have been provided with State aid.

SEC. 5. *Be it enacted*, That this Act shall take effect from and after its passage.

NEILL S. BROWN,
Speaker of the House of Representatives.
EDWARD S. CHEATHAM,
Speaker of the Senate.

Exhibit C.

$1,000. $1,000.

No. UNITED STATES OF AMERICA. No.

Know all men by these presents: That the State of Tennessee acknowledges to owe to , or order, One Thousand Dollars of the lawful money of the United States of America, which the said State promises to pay in the city of New York, on the day of , 18 , with interest thereon, at the rate of six per cent. per annum, according to the tenor, and upon the presentation of the coupons hereunto attached. For the payments of said sums of money, and the interest thereon, at the times and places, and in the manner aforesaid, the faith of the said State of Tennessee is irrevocably pledged, this bond being issued in pursuance and by authority of an act of the General Assembly of said State, passed February 11th, 1852, to establish a system of Internal Improvements in said State.

In testimony whereof, and in pursuance of the acts aforesaid, I, , Governor of the State of Tennessee, have hereunto subscribed my name officially, and caused the same to be countersigned by the Secretary of State, with the great seal of the State affixed.

[ ] Done at the Executive Department in the city of Nashville, this day of , 18 .

To which was attached the following form of coupon:

30. THE TREASURER OF THE STATE OF TENNESSEE. 30.

Will pay the bearer THIRTY DOLLARS, in the city of New York, on the first day of January, 1877, being the semi-annual interest then falling due on bond No.

J. C. SUTTRELL, 30,
Comptroller.

Exhibit D.

ACT OF FEBRUARY 21, 1856.

AN ACT to aid in constructing a railroad from Chattanooga to the East Tennessee and Georgia Railroad, in the direction of Knoxville, and for the benefit of the East Tennessee and Virginia Railroad, and for other purposes.

. . . . . .

SEC. 5. *Be it further enacted*, That it shall be the duty of the several railroad companies in this State, who have received, or may hereafter receive, bonds of the State, or the indorsement of their bonds by the State to aid in the construction of their several roads, under the provisions of the act of 1851, 1852, and the acts amendatory thereto, at the expiration of five years from the issuance or indorsement of their several bonds, annually to set apart and pay over to the Treasurer of the State two per cent. per annum upon all bonds which have been or may hereafter be issued or indorsed as aforesaid as a sinking fund for the ultimate redemption of the bonds issued or indorsed as aforesaid; which sinking fund, when paid over, the Governor, Comptroller of the Treasury, and President of the Bank of Tennessee shall invest in the bonds of the State, and reinvest all accruing interest in like securities; and they are hereby constituted a board of commissioners for the management, government, and control of said sinking fund.

SEC. 6. *Be it further enacted*, That should any of said railroad companies fail, or refuse to comply with the provisions of the fifth section of this act, it shall be the duty of the Governor forthwith to notify the Attorney-General of the district in which is situated the place of business of said company failing or refusing as aforesaid, of the fact; and thereupon the Attorney-General shall immediately proceed against said company to collect said sinking fund, in the manner prescribed in the sixth section of the act entitled "An Act to establish a system of internal improvements in this State," passed February 11, 1852.

NEIL S. BROWN,
Speaker of the House of Representatives.
EDWARD S. CHEATHEM,
Speaker of the Senate.

ACT OF MARCH 20, 1860.

AN ACT to provide for the equalization and investment of the sinking fund, on the bonds issued to or indorsed for railroads in this State.

SECTION 1. *Be it enacted by the General Assembly of Tennessee*, That the money or bonds, that have heretofore or may be paid by the cities or railroad companies in this State to the Sinking Fund Commission-

ers by the 1st of January, 1860, together with the accruing interest thereon to that date, shall be passed directly to the credit of the party having so paid the same, and be a release to said party for that amount on the debt due by them to the State of Tennessee.

SEC. 2. Said bonds shall all be canceled by said commissioners, and if indorsed bonds of any railroad company shall be canceled as hereinafter provided for the cancellation of State bonds, and shall be delivered over to said company or corporation, taking the president's of said company or the officers' of said company receipt for the same, which receipt shall be filed and a copy of the same placed upon a book, which the said commissioners shall keep for that purpose. If State bonds, they shall be canceled and filed in the office of the Secretary of State as hereinafter provided.

SEC. 3. That after the first day of January, 1860, all railroad companies or city corporations who have or may hereafter receive the bonds of the State, or its indorsement of their own bonds under the general internal improvement law of this State, or any other law, shall be required to pay two and one-half per cent. per annum as a sinking fund on the amount of the bonds so issued or indorsed by the State for said company or corporation, to be paid in equal installments on the first days of April and October, five years after the date of said bonds, and annually thereafter.

SEC. 4. All bonds issued during any one year shall be dated on the first day of January of that year.

SEC. 5. Said companies or corporations may pay said sinking fund in cash or in the like character of bonds that may have been issued or indorsed by the State for said company at their face or par value.

SEC. 6. If paid in money, the commissioners shall invest it immediately in the bonds of the State, and shall have the same canceled and filed as heretofore provided. Such bonds are to be of the same character as those issued to such company or corporation.

SEC. 7. The sinking fund, when paid, in all cases shall be passed directly to the credit of said company or corporation, and be a release to said company or corporation from that amount due by them to the State. The commissioners shall issue a receipt to each company or corporation for such payment, retaining a duplicate in a well-bound book kept for that purpose.

SEC. 8. Each and every railroad company or city corporation shall provide the interest semi-annually, as now provided by law, on the amount of bonds unpaid at the time said interest falls due, and not on the original amount issued to or indorsed by the State for said company as heretofore provided.

SEC. 9. The Comptroller of the State shall keep a regular account against each company or corporation, charging them with the amount of bonds originally issued to or indorsed for said company or corpora-

tion by the State, and crediting them by the amount of the sinking fund paid, and shall furnish the Treasurer of State a statement of the amount due by each company or corporation on the first day of June and December of each year, that he may know how much interest each company or corporation has to pay.

SEC. 10. The commissioners of the sinking fund shall cancel all bonds of the State as soon as paid in or purchased, by cutting out the Governor's and Secretary of State's names, and so defacing each coupon that it can not by possibility be used or circulated, and shall file the same in the Secretary of State's office.

SEC. 11. This law shall be in full force from and after its passage, and shall repeal all laws in conflict with it, but shall not be so construed as otherwise to affect any law on the subject of the sinking fund or the payment of interest due on State or indorsed bonds.

W. C. WHITTHORNE,
Speaker of the House of Representatives.
TAZ. W. NEWMAN,
Speaker of the Senate.

Exhibit E.

ACT OF FEBRUARY 25, 1869.

AN ACT to Liquidate the State Debt, contracted in aid of Railroad Companies in the State of Tennessee.

WHEREAS, under the General Internal Improvement Laws of the State, passed from time to time, aid has been granted to various railroad companies by the loaning of six per cent. bonds of the State, to enable said companies to iron, equip, build, and bridge, and for other purposes, which is now secured to the State by a first mortgage or lien on the franchise, property, and fixtures of respective railroad companies; and,

WHEREAS, it is desirable for the general welfare of the State, that the State shall be reimbursed such amounts as have been advanced to the different railroad companies, as fast as may be practicable; therefore,

SECTION 1. *Be it enacted by the general assembly of the State of Tennessee,* That the respective railroad companies, or either of them that have created indebtedness to the State, are hereby authorized to repay any amount of the principal of such indebtedness as they have respectively created in the bonds of the State, in such amount, and at such times, as may be practicable:

Provided, however, that nothing in this Act shall be so construed as to release said railroad companies from any lien which the State may have on the same for any unpaid interest now due on said bonds of the State authorized to be surrendered by this Act.

SEC. 2. *Be it further enacted*, That any railroad company or companies repaying any indebtedness due the State under the provisions of this act, are authorized to issue bonds of equal amount and denomination with the bonds of the State paid and delivered up for cancellation, as hereinafter provided, which said railroad bonds, so issued in lieu of any amount of State bonds, shall be certified to by the comptroller, entered in a book to be kept for that purpose, with date, number, and amount, and shall be a lien, pro rata in amount and of equal validity and effect with the unretired part of the State indebtedness upon such railroad, and all its property, franchises, fixtures, and material.

SEC. 3. *Be it further enacted*, That in order to facilitate the railroad companies that may wish to avail themselves of the provisions of this act in paying the indebtedness due to the State, respectively, they, or any of them, are hereby authorized to consolidate their property, in whole or in part, with other railroad companies, and issue bonds and stock as provided for in the second section of this act, and may adopt the corporate franchise of either of the roads as the stockholders may elect, and each railroad company paying its indebtedness, and such railroad companies as may consolidate under the provisions of this act, are hereby authorized to determine, by a vote of the stockholders of said company or consolidated companies, the number of directors of such company, and elect the same under the new organization, and that the said directors, so elected, shall, according to the by-laws and rules of said corporation, elect one of their number president of said company.

SEC. 4. *Be it further enacted*, That the comptroller of the State shall receive from the railroad companies, or any of them, bonds of the State in such amounts as may be presented, and cancel the same in the presence of the officer or agent of the railroad company paying them in, and execute to the said railroad company or companies duplicate receipts for the amount and number of said bonds so paid in, and it shall further be the duty of the comptroller to certify on the bonds of any railroad company or companies repaying indebtedness due to the State, that the same has been paid, and that the so certified (bonds) are secured by first mortgage.

Provided, That said railroad companies shall liquidate their indebtedness prior to the maturity of the bonds that have caused said indebtedness; and be it further provided, that said bonds, when executed by the respective railroad companies or either of them, shall be deposited with the Comptroller of the State, whose duty it shall be to deliver said bonds, or any number of them, to the president and directors of the company, on the deposit by said president and directors or authorized agent of an equal amount of the six per cent. bonds of the State of Tennessee, with unpaid coupons attached, and the

company's first mortgage bonds, authorized to be issued by this act, shall have no validity or value except the comptroller's certificate is affixed on the face of each bond, that said bond is executed, and issued and by virtue of law taken the place of a bond of the State and is the first mortgage bond.

SEC. 5. *Be it further enacted*, That the comptroller shall be entitled to a fee of one dollar on each thousand dollars of the bonds certified as aforesaid, to be paid by the railroad company for which the same is done; and it shall be lawful for the comptroller to discharge the duties imposed by this act, by and through an agent in the city of New York; and all the provisions of this act shall attach to and become a part of the charter of any railroad company or companies acting under it.

SEC. 6. *Be it further enacted*, That by and with the consent of the board of directors of any railroad company in this State under the General Improvement Law, passed the 11th of February, 1852, and all the amendments thereto, that any person or corporation may, by paying the indebtedness of such railroad company to the State in the bonds of the State, as provided for by law, be, and they are hereby substituted and entitled to all the liens against said company for the payment of said debt that the State had or has by law, and the Governor and Secretary of State shall give such party or parties paying such indebtedness a certificate showing the facts, which shall be evidence against said company of such indebtedness to said individuals or corporations.

SEC. 7. *Be it further enacted*, That any person or persons may, with the consent and approbation of any railroad company which is indebted to, and for which the State of Tennessee holds a lien, pay the said debt, *so far as the State is concerned*, in the bonds of the State, or any coupons of bonds at par, and the person or persons so paying the debt of any railroad company with the consent of such railroad company, shall, upon filing with the treasurer of this State the written assent of said railroad company, under the corporate seal of said railroad company, be entitled to have and hold all the lien or liens which the State of Tennessee had or has upon said railroad or its property, and shall have the same right to enforce the same which the State of Tennessee had, the object and intent being to place the person or persons so paying with the consent of said railroad company in the same position and with the same rights which the State of Tennessee had previous to and before the said payment, and with full power to enforce the same.

SEC. 8. *Be it further enacted*, That any person or persons who may with the consent and approbation of any railroad company, pay any part or portion of the indebtedness of such company, as provided in Sec. —, shall have, hold, and be subrogated in all the rights, privileges,

and lien or liens of the State, to the extent of, and in proportion to, the amount of such indebtedness, with the same rights and privileges the State now has, to the extent of such payment or payments: *Provided, the passage of this act shall not decrease the lien of the State upon any railroad of the State until the entire claim of the State is fully liquidated,* OR AFFECT THE INTEREST OF THE PRESENT BONDHOLDERS OF THE STATE; *Provided, that railroad companies which have issued second mortgage bonds, availing themselves of the provisions of this act, shall file with the comptroller bonds of the same series as those loaned to such company, for which the State holds a first mortgage lien. Provided, the bonds to be issued by the company, under the provisions of this act, shall not have a longer time to run than the bonds of the State thus released and canceled.*

SEC. 9. *Be it further enacted,* That this act shall take effect from and after its passage.

Exhibit F.

ACT OF JANUARY 2, 1870.

AN ACT for the Payment of the State Debt.

SEC. 1. *Be it enacted by the General Assembly of the State of Tennessee,* That an Act entitled "An Act to liquidate the State debt, contracted in aid of railroad companies in the State of Tennessee," passed February 25, 1869, be, and the same is hereby amended, so as to allow any railroad company which may be indebted to the State by reason of the bonds of the State loaned to said railroad company, to pay into the State, in liquidation of the principal of said indebtedness, any of the legally-issued six per cent. bonds of the State of Tennessee outstanding, without regard to series or number; and such payment shall, to the extent made, be a full and perfect discharge of the lien which the State holds upon the property of such railroad company, held by virtue of the bonds of the State issued to such railroad company, whether they be the same bonds or the same series of bonds issued to said company under the act passed February 11, 1852, and acts amendatory thereof, or not.

SEC. 2. *Be it further enacted,* That railroad companies issuing their own mortgage bonds under the provisions of the act which this is intended to amend, be allowed to fix the rate of interest which the said bonds of the railroad company are to bear, and all laws in conflict are hereby repealed. *Provided,* that when said railroad companies owe interest already due, coupons past due shall be taken by the comptroller or treasurer in discharge of such indebtedness for interest.

SEC. 3. *Be it further enacted,* That when any company, under the provisions of this act, shall pay into the treasury of the State bonds which have been issued by the State to said company, the said bonds

shall be canceled; but should any company, in discharge of its own debts, pay into the treasury any bonds that were issued to other companies that may still be indebted to the State, such bonds so paid in shall not be canceled, but shall be held by the State as purchased bonds, retaining a lien for the State upon the road to which said bonds were originally issued until the debt of said road to the State shall be fully discharged, when the bonds so held shall be canceled. *Provided*, that the provisions of this act shall not be so construed as to allow the payment and satisfaction of debts created by bonds issued by the State, and upon which the State is secondarily liable, nor to the payment of the sinking fund, now required by law, of the railroad companies of this State.

SEC. 4. *Be it further enacted*, That this act shall take effect from and after its passage.

No. 2,464.

United States Circuit Court,

Sixth Judicial Circuit, Middle District of Tennessee.

IN EQUITY.

Calvin Amory Stevens, on behalf of the Holders of Internal Improvement Bonds of Tennessee, issued to the Louisville and Nashville Railroad Company,

VERSUS

The Nashville and Decatur Railroad Company, et al.

ANSWER.

RUSSELL HOUSTON,
SMITH & ALLISON,
ED. BAXTER,
Solicitors, and of Counsel for Respondents.

No. 2,464.

THE ANSWER OF THE NASHVILLE AND DECATUR RAILROAD COMPANY, AND OF THE LOUISVILLE AND NASHVILLE RAILROAD COMPANY (SUED BY THE NAME OF THE LOUISVILLE AND NASHVILLE AND GREAT SOUTHERN RAILROAD COMPANY), DEFENDANTS, TO THE BILL OF COMPLAINT FILED BY CALVIN AMORY STEVENS IN THE UNITED STATES CIRCUIT COURT FOR THE MIDDLE DISTRICT OF TENNESSEE, IN EQUITY, NO. 2,464 ON THE RULE DOCKET OF SAID COURT.

These defendants now, and at all times hereafter, saving to themselves all manner of benefit, or advantage of exception, or otherwise that can or may be had or taken to the many errors, uncertainties and imperfections in the said bill contained, for answer thereto, or to so much thereof as these defendants are advised it is material to make answer to, answering, say:

They admit that the Louisville & Nashville Railroad Company are a body politic and corporate, chartered by acts of the General Assembly of the Commonwealth of Kentucky. The right of way to construct their railroad from the line between the States of Kentucky and Tennessee to Nashville, was granted them by acts of the General Assembly of Tennessee; but they have never been incorporated by said State, and therefore are not citizens of it, but of the State of Kentucky.

They admit that the Nashville and Decatur Railroad Company are a corporation organized, existing, and transacting business in the State of Tennessee by virtue of and under certain acts of the General Assembly of that State. They also admit that the Central Southern Railroad Company were

a body politic and corporate, chartered by acts of the General Assembly of the State of Tennessee.

They admit that the object and purpose of the creation of said corporation by the said charters, was the construction, completion, and thereafter the operation and management, of a line of railway for the transportation of passengers and freight, from the City of Columbia in the State of Tennessee to the Alabama line. For this purpose such powers were granted to said corporation as are declared in the several charters and acts of incorporation. The said corporation was authorized to borrow money for the purposes of the enterprise. It was likewise authorized to impose liens and execute mortgages upon its property to provide for and insure the payment of its liabilities.

Respondents have not been furnished with a copy of Exhibit A to the bill, which is said to contain the several charters and acts, with their several amendments, passed by the Legislature of Tennessee relative to said corporation; therefore they can neither admit nor deny their correctness, and they demand strict proof thereof, so far as the same may be material.

Respondents admit that in the month of November, 1866, a consolidation of the said Central Southern Railroad Company with the Tennessee and Alabama and the Tennessee and Alabama Central Railroad Companies, was perfected pursuant to law. The consolidated corporation became, and was thereafter known as the Nashville and Decatur Railroad Company, which is one of the respondents in this bill. On the 4th of May, 1871, the said Nashville and Decatur Railroad was leased to the Louisville and Nashville Railroad Company for the term of thirty years, to commence from July 1, 1872. The aforesaid lessee is now in possession of, and is operating, the said Central Southern Railroad, as a part

of the line of the said Nashville and Decatur Railroad Company.

Respondents admit that the General Assembly of the State of Tennessee, by an act passed February 11, 1852 (ch. 151, p. 204, of Pamphlet Acts 1851–52), entitled "An act to establish a system of internal improvements in this State," determined to lend to the railroad companies within its limits, and specified in said act, the "coupon bonds of the State of Tennessee" "for procuring the iron rails, chairs, spikes and equipments," "and for putting down said iron rails" upon their several lines of railway. The plan of that legislation was that each railroad company should procure *bona fide* subscriptions for its capital stock to an amount sufficient to grade, bridge, and prepare for the iron rails the whole extent of its main trunk line, and should grade, bridge, and have ready the necessary timbers for the reception of rails, and have fully prepared a section of thirty miles of said road at either terminus, in a good and substantial manner, with good materials, for putting on the iron rails and equipments. The Governor of the State was to be notified and satisfied of these facts, and that said section, or any part thereof, was not subject to any lien whatever, other than those created *in favor of the State* by the acts of 1851–2. By means of these preliminary requirements, it was thought that assurance was obtained that each railroad company would be competent to fulfil the obligations it was to incur under said statute. No road was to be entitled to State aid under said act unless it should, within four years, complete at least one section of thirty miles, or the whole length of its road if less than thirty miles long. The Governor of the State was to "issue to said company coupon bonds of the State of Tennessee to an amount not exceeding eight thousand dollars per mile on said section." The bonds were

"not to be used for any other purpose than for procuring the iron rails, chairs, spikes, and equipments for said section, and for putting down said iron rails," and the Governor was authorized to appoint a commissioner to act, under oath, in conjunction with the president of the company, in negotiating said bonds for the purposes aforesaid, and in any other matters pertaining to said company where *the interest of the State*, in the opinion of the Governor, required it. The act was made a public law, for all purposes of notice. The act itself did not adopt any system of numbering for distiugnishing each bond, or identifying the company to which it was issued, nor did said act authorize any officer or other person to adopt any such system. Another act of the same session (1851–2), passed February 21, 1852 (Acts 1851–2, p. 222), did provide, that the bonds which might be issued "under the acts of the (then) *present* General Assembly, as a loan to internal improvement companies, should be numbered by the Secretary of State, who, upon delivering said bonds to the company should take a receipt, reciting the number, date and amount of said bonds, in a well bound book, to be deposited in his office. Such receipts were doubtless taken, and kept in said office, and from them *the State* could at any time identify the bonds which had been loaned to each of the railroad companies; but there was nothing upon any of the bonds by which the purchaser could tell to what company they had been loaned. As a matter of fact, the purchasers of said bonds did not know, when they pnrchased the same, to what companies they had been issued, for the information contained in the receipts taken by the Secretary of State, as to the bonds loaned before the late war, was never made public until 1875, and then only in a report made by John C. Burch, Comptroller; and the in-

formation relative to the bonds loaned after the war was not made public until October, 1869, and then only in a report made by G. W. Blackburn, Comptroller. The general law of Tennessee, Code, sec. 209, requires the Comptroller to register the number and date of *all* State bonds, showing for what purpose and to whom issued. The act of February 21, 1852, requiring a registry of the bonds loaned to railroads, simply placed them on the same footing with the other bonds of the State, and therefore has no special significance.

Respondents deny that by the tenor of the act which gave existence to the bonds, each company became liable upon, or bound to perform, the obligations contained in, or represented by, the bonds loaned to it. On the contrary, the company was not liable *upon the bonds* at all; its name noes not in any way appear, either in or upon the bond, either as maker, surety, guarantor, or endorser. The only "obligation contained in or represented *by the bond*," is the obligation of the *State of Tennessee* to pay to the holder the principal and interest due thereon as the same matures—an obligation with which the company had nothing to do. If complainant's construction were correct, the bonds loaned by the State to the best railroads would have commanded a higher price than bonds loaned to inferior roads; but, as a fact, there has never been the slightest difference in the market price between bonds issued to the most important roads and those issued to the most unimportant ones. To illustrate: The Louisville and Nashville Railroad Company have always met promptly their bonded obligations at maturity, while the Edgefield and Kentucky Railroad Company defaulted before the war on the interest due from them to the State, and has never since paid any part thereof; their road was afterwards sold, as an

insolvent road, by proceedings in the Chancery Court at Nashville, instituted by the State of Tennessee to enforce its lien for bonds loaned to said company. The State has been in default ever since July 1, 1875, upon the interest upon all her bonded debt, and yet there is, to-day, no difference in price, in the New York market, between the State bonds loaned to the Louisville and Nashville Railroad Company and those loaned to the Edgefield and Kentucky Railroad Company. This would not be, if it had ever been really believed that the Louisville and Nashville Railroad Company were "liable upon, and bound to perform the obligations contained in and represented by," the bonds loaned to them. The truth is, the holders of Tennessee bonds never had any idea as to what bonds had been loaned to the different railroad companies, until the reports of Burch and Blackburn were published; even then, it was never pretended that the companies were liable to the bondholders, until it was feared the State would repudiate; and even now this after-thought liability has not impressed the financial market enough to create any appreciable difference between the prices of bonds loaned to solvent and of those loaned to insolvent roads.

Respondents deny that each company was to pay from its own means the interest upon the bonds loaned to it, as the same matured from time to time; on the contrary, it was made "the duty of the company to deposit in the Bank of Tennessee, the fiscal agent of the State, fifteen days *before the interest becomes due*, from time to time," an amount *sufficient to pay* such interest, with exchange and commissions, and it was contemplated that when the interest did mature, fifteen days thereafter, it should be paid by the bank, as fiscal agent *of the State.*

Respondents deny that "each company was to

pay and discharge the principal debt, as it was expressed upon said bonds, when the same matured;" on the contrary, the bonds had thirty or forty years to run before maturity, and the act required each company, at the end of five years after the completion of its road, to set apart one per cent. upon the amount of bonds issued to the company, and use the same in the purchase of bonds (*i. e.*, any bonds) of the State of Tennessee, which bonds were to be *paid* by the company into the Treasury of the State, after assigning them to the Governor. The Governor was to give the company a receipt for them, and, as between the State and the company, the bonds so paid in were to be a credit on the bonds issued to the company. The bonds so paid in, with the accruing interest thereon, were "to be held and *used by the State* as a sinking fund for the payment of the bonds issued to the company." This fund was to be used for the payment of the bonds, and *the State* was to use it for that purpose. If any of the bonds so purchased had been issued to the company purchasing them, which fact could be ascertained by the State from the receipts in the office of the Secretary of State, they were to be not only credited to the company on its debt to the State, but being assigned to the Governor of the State, were to be treated as paid by the State, and cancelled; if, however, any of the bonds so purchased had been issued to any other company, though they were passed as a credit to the company paying them in, as between that company and the State, they were of course not to be a credit as between the State and the company to whom they were issued, but were to be held by the State as a debt against such company; nor were they to be a credit as between the State and the holders of the bonds loaned to the company paying them in.

Respondents admit that the bonds were to be

made payable at such place in the United States as the president of the company might designate, and that the sale of said bonds was to be the means of raising the money requisite for "procuring the iron rails, chairs, spikes and equipments for said road, and for putting down said iron rails."

It is also true that the expression does occur in said statute, "that so soon as the bonds of the State shall have *issued* for the first section of the road as aforesaid, they shall constitute a lien upon said section so prepared as aforesaid;" "and the *State of Tennessee*, upon the *issuance* of said bonds, and by virtue of the same, shall be invested with said lien or mortgage without a deed from the company for the payment by said company of said bonds, with interest thereon, as the same becomes due." And when said company should have prepared a second section, or any additional number of sections of twenty miles each, the Governor was to issue to said company like bonds of the State, to an equal amount per mile, and "upon *the issuance* of the said bonds the *State of Tennessee* was to be invested with a like mortgage or lien, without a deed from said company, upon said stock, and upon said first and additional section or sections;" "and when the whole of said road should have been completed, the *State of Tennessee* was to be invested with a lien, without a deed from the company, upon the entire road," &c., "for the payment of all of said bonds issued to the company, AS PROVIDED IN THIS ACT, and for the interest accruing on said bonds."

This statutory lien was to be operative *at once*, and without any conveyance or assurance of any kind from the corporations, and was to be superior to all other liens upon the entire property of any corporation receiving such public assistance in the State of Tennessee. The statute was to be a substitute for a mortgage executed by each railroad company for the purposes named in the Act.

Respondents submit, that, taken in their strictest sense against the railroad companies, the words of the Act quoted above only give a lien for the payment by the companies of the bonds and interest "*as provided in the Act*," and the only mode *therein provided* is the one stated above, viz.: that each company should pay to the fiscal agent, or bank of the State, fifteen days before the interest becomes due to the bondholder, an "*amount sufficient to pay such interest*," with exchange and commissions; and every year, after the expiration of five years from the completion of its road, invest one per cent. upon the amount of the bonds issued to it in bonds of the State, and "*pay*" the same into the Treasury of the State "as a credit on the bonds issued to such company." The lien, instead of being for the payment of the bonds and interest by the company to the bondholder, is for the payment *to the State* by the company, of the debt created in favor of the State against the company, by the loan of the State bonds. It is called the "lien *of the State*" throughout the Act, and all amendatory acts; the interest sought to be protected is called the "interest *of the State*" throughout the Act and all amendatory Acts; no mention is anywhere made of the bondholder, and no attention is paid to his rights or interests. The lien certainly attached upon the first section of the road "so soon" as the bonds were *issued*. Now, if the bonds for the first section were negotiated as soon as issued, the lien would, according to complainant's theory, immediately enure to the benefit of the purchasers of those bonds, who would thereby be entitled to a first mortgage upon that section, which, being a terminal section, would naturally be more valuable than other sections in the middle of the line; but according to the provisions of the statute, when the bonds are issued for the second

or subsequent sections, which might not be for several years after the bonds for the first section had been issued, the purchasers of the bonds issued for the subsequent sections would be entitled to displace, *pro tanto*, the prior lien of the holders of the bonds issued for the first section, and share with them the lien upon that section. This anomaly is avoided by taking respondent's construction; for, if the lien belongs to the State alone, there is no conflict between the lien which she acquires upon the issuance of the bonds to the first section, and those which she acquires upon the issuance of bonds to the subsequent sections; it is then but one lien, extending itself to the different sections as fast as completed, and covering the entire road as soon as it is finished. It is a lien in favor of *the State* to protect the *State's* interest, in each and every section, and in the road as an entirety; and it is a lien to secure the payment by the companies of the debt created by the loan to them of the State's bonds—the payment to be made "*as provided in the Act*"—which requires such payment both as to interest and principal to be made by the companies to the State, before the debt is due from the State to the bondholders, as evidenced by the bonds and coupons.

Again, if the lien is to secure the State for the debt due to the State from the companies for the loan of the bonds, it is proper that such lien should have attached "so soon" as the bonds were *issued*, and that the State should have been invested with said lien by virtue of such *issuance*. In that view the bonds might be said upon their *issuance* to "constitute," *i. e.*, *create* a lien in favor of the *State*. But the bonds themselves could not be a lien, and they could not "constitute" or create a lien in favor of the purchaser or holder until they were negotiated by the company. To put an actual case

before the Court: The Tennessee and Alabama Railroad Company received from the State three hundred bonds in July and September, 1854. The English merchant who sold them their iron failed to deliver it according to contract, and the company refused to pay them, but they reserved one hundred and forty-three of the bonds until the dispute could be settled, and they continued in the company's possession until after August, 1855. On the 30th of June, 1859, said company had on hand 389 State bonds, 301 of which were issued as early as June 4th, 1858. On June 30, 1860, said company had on hand 303 State bonds, 201 of which had been issued as early as June 4th, 1858. Many other instances of af a similar kind could be given where the various railroad companies preferred to use their other means in ironing and equipping the first part of their roads, reserving their State bonds for future uses; but all parties agreed that the debt from the companies to the State arose as soon as the bonds were issued, and the companies paid the State the interest as well on their bonds which were reserved, as upon those which were negotiated. According to complainant's theory, however, the lien belonged to the holders of the bonds, and these companies, as such holders, had a lien upon their own property to secure the payment by themselves, to themselves, of the bonds then in their own possession.

Again, under the general laws of Tennessee then, and now, in force, all mortgages and deeds of trust must be in writing and duly regestered, or they are null and void as to existing or subequent creditors of the makers Code Tenn., secs. 2030, 2075.

The Constitution of Tennessee ordains that the Legislature shall have no power to suspend any general law for the benefit of any particular individual, nor pass any law for the benefit of individ-

uals, inconsistent with the general laws of the land. Art. XI, sec. 8.

If the lien or mortgage upon the railroads belongs, as complainant contends, to the individuals who hold the bonds, the Act of Feb. 11, 1852, would be unconstitutional, as suspending in their favor the general registry law, for this act of Feb. 11, 1852, provides that the lien shall exist without any deed from the company, and have priority without registration over all other claims against the company. But if the respondents insist the lien belonged exclusively to the State, the act aforesaid would be valid, as the State is not subject to the constitutional inhibition referred to above.

Respondents deny that the lien upon the railroads was reserved to "insure a sale or make a market for the bonds of the State;" they deny that it was done to create confidence in the public, or on the part of persons to whom said bonds might be offered for sale, or who might become the purchasers thereof, or as an assurance that each company would punctually pay the principal and interest of the bonds loaned to it.

In 1852 the taxable property of Tennessee was $177,420,305. The debt of the State then amounted to only $3,992,856. 66, and the rate of State tax was only 11½ cents on the $100. The six per cent. bonds of the State were, as respondents are informed, at par, and she had never defaulted upon any of her obligations. Her credit in the money markets needed no liens nor mortgages to support it. As conclusive evidence of this fact, and of the fact that the purchasers of the bonds loaned to railroads, did not look to the lien as an element of value, it will be shown upon the hearing that there was no difference in the money market between the price of the bonds loaned to railroads and those isssued by the State to raise the capital of the Bank of Ten-

nessee, or to build the State-house, to secure which there was no pretence of lien upon anything. Nor was there any difference in price between the bonds loaned to the most valuable railroads and those loaned to the most worthless. All State bonds stood alike, and alone upon the faith and credit of a sovereign State, whose financial honor up to that time, and in fact down to the late war, had been without a blemish.

Respondents deny that the copy of the internal improvement law as set out in the bill is either true or full; many errors and omissions have been detected by comparison with the original, and the same may be said of the portion of the act of Feb. 21, 1852. which purports to be copied into the bill.

Respondents admit that the State of Tennessee, by act of its General Assembly passed Feb. 8, 1854, (Acts 1853–4, p. 205,) increased the amount of bonds to be issued to the railroad companies from $8,000 to $10,000 per mile; and provision was made for the issuance to them of similar bonds, to aid them in building briges over certain large rivers. Said act was amendatory of the act of Feb. 11, 1852, to establish a system of internal improvements in the State, and required that the increased amount of bonds should be issued "upon the terms and conditions mentioned in the act which it was intended to amend." The bridge aid bonds were to be issued upon the terms and conditions mentioned (except the second section) in an act passed February 4, 1852 (Acts 1851–2, p. 110), entitled "An act to aid in the completion of the East Tennessee and Georgia Railroad," and also in the fifth and sixth sections of an act passed February 26, 1852 (Acts 1851–2, p. 335,) entitled "An act to charter the Chattanooga, Blue Spring and Cleveland Railroad Company." The third section of said act of February 4, 1852, provides that upon the issuance

of said bonds the said railroad and bridge, with all the appurtenances, etc., and the interest of the stockholders therein, and the tolls, issues and profits, should be, by force of said act, vested in the State, "*for the security of the State against the payment of the bonds issued under said act and the interest thereon,*" and the State was vested with the right upon the issuance of said bonds to have and hold the entire road and bridge, with their appurtenances, and the tolls, issues and profits of the stock, "*for the security of the payment of said bonds and interest thereon accruing,*" as a mortgage to secure the payment of the same, "*and said road and all its appurtenances of every kind and description shall be subject to any law that has been or may hereafter be passed for the enforcement of mortgages in like cases.*"

To explain what was meant by the words "*for the security of the State against the payment of the bonds and the interest thereon,*" it will be seen that the second section of said act authorized said company to charge passengers ten cents each for crossing the bridge, in addition to the regular charges; the company was required to render a monthly account of said bridge tolls, and pay over the said sum monthly into some bank in Knoxville, taking the receipt of the bank therefor, "and the sum so deposited in bank shall at all times be *subject to the check of the Comptroller of the Treasury for the payment of the interest on said bonds,* and any overplus after the payment of the interest on said bonds *shall be passed to the credit of the company in discharge of the principal* due on any one or more of said bonds," and "*as soon as the interest and principal of said bonds shall be paid* the said company shall be released from the exaction of said additional charge." It is clear that the "security of the State against the payment of said bonds and

interest" was to be attained not by the company paying them to the holders of the bonds, but by paying into bank money enough to enable *the State* to pay them, which money was to be subject to the check of the State's Comptroller, and it was possible that the tolls from the bridge would pay the State the full amount of the bonds loaned, long before the bonds themselves were due from the State to the holders thereof.

Respondents admit that by an act passed February 17, 1854, the length of the sections, which it was necessary for the railroads to complete before obtaining bonds of the State, was decreased from twenty to ten miles after the completion of the first section of thirty miles. (See Acts 1853–4, p. 396.)

It is true that by act passed January 19, 1855 (Acts 1855–6, p. 93), the foregoing act was amended so that the grading only, of ten mile sections, was required in lieu of the completion of said sections. The act of October 29, 1855 (Acts 1855–6, p. 18) was amendatory of the bridge law above mentioned, but has no general application.

Respondents admit that Exhibit B to the bill gives correct copies of said act of February 8 and 14, 1854, and January 19, 1855, but it gives no copy of act of October 29, 1855.

Respondents admit that there was delivered to the Central Southern Railroad Company, on account of their railroad, various internal improvement bonds of the State of Tennessee. Respondents kept no record of the numbers, dates, or series, of the bonds issued to said company, and have no knowledge, information, remembrance, or belief in regard thereto. They cannot admit, and demand proof that the bonds described in the bill were the identical bonds issued to said company.

Respondents suppose that Exhibit C to the bill is a substantially correct copy of the State

bonds and coupons that were loaned to the railroads under the act recited therein. Said bonds, to the amount of $596,500, were received by, or on behalf of, the Central Southern Railroad Company, through properly appointed officers, and were, by said company, negotiated and sold, in pursuance of law, to *bona fide* holders, but none were received prior to August 25, 1858. The proceeds of these bonds were applied as directed by the laws under which they were loaned to said company, who have succeeded in earning an amount sufficient to discharge and pay their debt to the State for the interest and principal of said bonds. Respondents have no knowledge, information, or belief as to how many of said bonds are now outstanding, nor in whose hands any of them are, nor whether the complainant is the owner or holder of any of them, nor as to whether complainant is the holder of any coupons attached to any said bonds, nor as to when any of said coupons may have matured, nor what they amount to. Neither do respondents know how numerous the holders of said bonds are, nor where they reside. Upon all these points, so far as material, respondents demand strict proof.

Respondents deny that they or the said Central Southern R. R. Co., have failed to comply with the provisions of the general internal improvement law above referred to, though it may be that installments of interest on complainant's bonds and on bonds of other holders in like situation, and the coupons evidencing such interest, have not been paid by respondents nor by the State of Tennessee to the holders thereof. The law above referred to did not make it any part of respondents' duty, or of said Central Southern Railroad Company's duty to pay such interest to the holders of said coupons.

Respondents admit that the State of Tennessee has been in default on the interest upon all her bonds since January 1, 1876. Respondents deny that complainant is entitled to the enforcement of any lien, or to the appointment of a receiver, upon or over any of respondents' property, for the purposes described in said statute, or for any purpose whatever.

Respondents admit that by fifth section of said act of February 11, 1852, it is provided that if any company, to whom the bonds of the State have been loaned, shall fail to deposit in the Bank of Tennessee at Nashville, at least fifteen days before the interest becomes due, from time to time, upon said bonds, an amount sufficient to pay such interest, including exchange and necessary commissions, or satisfactory evidence that said interest has been paid, or provided for, it shall be the duty of the Comptroller to report that fact to the Governor, and the Governor shall immediately appoint some suitable person or persons to take possession and control of said railroad, and all the assets thereof, and manage the same, and receive the rents, issues, profits, and dividends thereof, whose duty it shall be to give bond and security *to the State of Tennessee*, in such penalty *as the Governor* may require, for the faithful discharge of his or their duty as receiver or receivers, to receive said rents, issues, profits, and dividends, and pay over the same *under the direction of the Governor*, *toward* the liquidation of such unpaid interest. And said receiver shall continue in possession of said road, fixtures, and equipments, and run the same, and manage the entire road, uutil a sufficient sum shall be realized, exclusive of the cost and expenses incident to said proceedings, to pay off and discharge the interest as aforesaid, due on said bonds, which being done the receiver shall surrender said road and fixtures

and equipments to said company. The Comptroller shall, from time to time, settle the accounts with the receiver, and the "*ballances*," (erroneously printed and enrolled as "ballance") shall be *deposited in the treasury of this State.* The comptroller is authorized, and it is made his duty, upon his warrant to draw *from the treasury* any sum of money necessary to meet the interest on such bonds, as may not be provided by the company *as provided for in this act*, and the Comptroller shall make report thereof to the General Assembly from time to time."

As shown above, the interest which the statute intended to protect was the "interest *of the State*," and it will be seen from this section just quoted that the receiver is to be appointed upon the report of the Comptroller *of the State*, by the Governor *of the State;* is to give his bond *to the State*, is to make his payments "*towards*" the liquidation of the unpaid interest under the direction of the Governor *of the State;* is to settle his accounts with the Comptroller *of the State*, and pay all ballances into the treasury *of the State.* The rights now claimed for the bondholders are not noticed, and evidently were not then supposed to exist; but if, as complainant insists, the rights of the bondholders are to be worked out through the State, then rsepondents submit that complainant must apply to the Governor of the State, and not to this Court, for a Receiver, and that the remedy pointed out in said act is exclusive. Respondents are at a loss to know why complainant has stated in his bill that the officials of the State of Tennessee named in said act for the execution of the duties pertaining to the statutory receivership, to wit: the Comptroller and the Governor claim to be bound by the subsequent acts of the General Assembly of Tennessee, passed in the year 1869 and

1870, and therefore that complainant is unable to obtain the action of said officials, or of the State of Tennessee. If said acts are constitutional, then complainant has no right to a Receiver, either from the Governor or from this Court; but if said acts are not constitutional, it would be the Governor's duty to disregard them, and he would certainly do so if convinced that such was the case. At all events, the complainant cannot put the Governor nor the State in the wrong until he has first made a demand upon them to act. Respondents are informed, and so charge, that no demand or request has ever been made by complainant upon the Governor for the appointment of a Receiver, and respondents rely upon this defense to so much of the bill as prays for a Receiver, as fully as though it were specially pleaded. Respondents do not "pretend," though they certainly do claim, that the lien reserved by the aforesaid Act of February 11, 1852, upon their property, by the State, is satisfied and discharged, and that they are absolved from all the obligations which they assumed by the acceptance from the State, and the use of the bonds loaned them by the State, and this they claim, though it may be made to appear that some of such bonds have found their way into complainant's hands, and the interest due thereon from the State may not have been paid. Respondents base this claim upon the following state of facts: As shown above, the Act of February 11, 1852, by its fifth section, required each company to pay into the Bank of Tennessee, fifteen days before the interest became due, an amount sufficient to pay such interest, with exchange and commissions, and in default thereof the Governor was authorized to appoint a Receiver. Under the seventh section each company was required, five years after its road was *completed*, to set apart annually *one* per cent. upon the amount of the bonds loaned to it,

and use the same in purchasing bonds of the State of Tennessee, which the company was to *pay* into the treasury of the State, after assigning them to the Governor, who was to give the company a receipt therefor, and the bonds so paid were to be a credit, as between the State and the company paying them, upon the bonds loaned by the State to such company. If any of the bonds so paid in had been issued to the company paying them, they were to be not only credited to that company, but cancelled; if they had been issued for any other purpose they were to be held and used *by the State* as a sinking fund for the payment of the bonds issued to the company paying them in. It was calculated that by compounding the interest on said fund semi-annually, it would raise an amount sufficient to pay the bonds before they fell due from the State to the holder. If, however, these annual payments were not made by the company, *and in consequence thereof* said company should "fail or refuse to pay any of said bonds when they fall due," the Governor was to notify the Attorney General, who was required to file a bill against said company *in the name of the State*, and thereupon the Court should make all such orders and decrees in said cause as might be deemed necessary by the Court to "secure" (erroneously printed "receive") payment of said bonds with the interest thereon, and to indemnify the State of Tennessee against any loss on account of the issuance of said bonds, by ordering said railroad to be placed in the hands of a Receiver, ordering the sale of said road, and all the property and assets attached thereto, or belonging to said company, or in such other manner as the Court may deem best for the interest of the State.

By the 12th section, the State of Tennessee expressly reserved the right to enact by the Legislature thereof, thereafter, all such laws as might be

deemed necessary to protect the *interest of the State*, and to secure the State against any loss in consequence of the issuance of bonds under the provisions of said act, but in such manner as not to impair the vested rights of the *stockholders* of the companies.

It will be noticed that the only mode "*provided in the Act*" of February 11, 1852, "for the payment by said companies of said bonds with interest thereon," was by paying interest into the Bank of Tennessee in advance of the maturity of the coupons, and by paying the principal by installments into the treasury of the State. But while the State, under 5th section, could appoint a receiver upon the first default on the *interest*, she had failed to reserve the right to appoint a receiver, or make a sale for default, in the annual payments which were intended to discharge the *principal* of the debts due from the companies to the State for the loan of the bonds. The receiver and sale provided for in 6th section could not be resorted to until the bonds loaned to the companies had fully matured. To remedy these and other defects, the General Assembly, under the power reserved by the 12th section of the act aforesaid, on February 21, 1856 (Acts 1855–6, pp. 144, 145, secs. 5, 6), passed an act requiring all railroad companies who had received, or might thereafter receive, bonds of the State under the act of February 11, 1852, to set apart annually *two* per cent. upon the amount of the bonds loaned them, instead of one per-cent., as previously required; they were to commence this five years after they received the bonds, instead of five years after the completion of the roads, as previously required; instead of allowing the companies to use this fund themselves in the purchase of State bonds, as the first act had permitted them to do, they were now required to pay it over to the Treasurer, and the Governor, Comptroller, and President of the Bank

of Tennessee, as a board of sinking fund commissioners, were to invest it in bonds of the State (*i. e.*, *any* bonds they might see proper to select), and the interest upon said bonds was to be reinvested in like securities. Of course, after this act deprived the companies of the right to use their annual payments in the purchase of bonds, it was impossible for them to purchase the bonds originally issued to them, even if they had known where to find them. The act of February 21, 1856, further provided that if the companies failed or refused to make the annual payments of two per cent., the Attorney General should immediately file a bill for a receiver and sale, as provided by the 6th section of the act of February 11, 1852, but without waiting, as therein required, for the final maturity of the bonds.

The Comptroller's reports show that the sinking fund commissioners credited each railroad company with the annual amounts paid in, but in their investment thereof selected *any* bonds of the State that were offered for sale. Thus, from the Comptroller's report of 1859, p. 59, it seems that the Tennessee & Alabama R. R. Co. paid to the Treasurer $6,400, which was invested in one bond *endorsed* by the State for the East Tennessee & Georgia R. R. Co., four State 5¼ per cent. bonds, and three State 5 per cent. bonds; but for what purpose the last seven bonds were issued is unknown. Not one of the bonds purchased with the money paid in by that company has ever been issued to it. The idea of the State at that time was to pay the interest on all the bonds that were paid into the railroad sinking fund, and that the accumulation would be so rapid as to certainly raise a fund that would pay the bonds by their maturity. In the Comptroller's report for 1859, p. 60, he states that $82,840.95, paid in by the railroads therein

named, invested with accruing interest, had purchased bonds amounting to $109,705, which paid an annual interest of $6,417.50, or 7¾ per cent. on the investment. The idea is expressed in section 8 of an act passed February 20, 1856 (Acts 1865-6, p. 478), entitled "An Act for the Benefit of the Rogersville and Jefferson Railroad." It requires said company to *pay* into the treasury two per cent. per annum on the whole amount of the bonds issued to said road, "as a sinking fund to be invested and reinvested in State bonds, or other stocks, as provided by law, for the purpose of liquidating and paying off said bonds as they fall due."

The same idea is carried out in the act of February 18, 1856 (Acts 1855–6, p. 106, sec. 8), amending an act establishing a State Agricultural Bureau. The State loaned said Bureau $30,000 of six per cent. coupon bonds to enable the Bureau to purchase permanent fair grounds, and to erect permanent buildings near Nashville. This loan was made to encourage the agricultural interests of the State, *and no lien was retained on the property purchased.* But the Bureau was required to make interest payments into the Bank of Tennessee, and payments upon the principal annually into a sinking fund, which was to be used *by the State* for the payment of the bonds loaned to the Bureau in precisely the same way that was provided by the act of February 11, 1852, in regard to railroads where a lien in favor of the State was retained.

On the 20th of March, 1860 (Acts 1859–60, p. 90) the policy of the State was changed in some respects. This act directs that the money or bonds that had theretofore been paid by the railroad companies to the sinking fund commissioners, together with the accruing interest thereon, should be passed directly to the credit of the party paying the same, and "be a release to said party for that amount on

the debt due by them to the State of Tennessee." Said bonds were all to be cancelled, and if they were bonds "issued" (as distinguished from "endorsed") by the State, they were to be filed in the office of Secretary of State. On and after January 1, 1860, all railroad companies who had received bonds of the State, were required to pay 2½ per cent. annually on the amount of bonds issued to them, as a sinking fund. These payments could be made in cash, or in "like character" of bonds that may have been issued, or endorsed, by the State for said company at their face or par value. The State had *loaned* her own bonds to some of her internal improvement companies; she had *endorsed* the bonds of some of the other companies, and had *issued* her own bonds to pay for her State House, and for other purposes. The result was, she had several different series of bonds issued under different laws, and maturing at different times. Series A. were five per cent. bonds, issued under act of 1838, maturing in thirty years; they were issued principally to pay for stock subscribed by the State in various turnpikes and railroads, and aggregated $1,893,000. Series B. were known as "white bonds, 6 per cent., issued under the act of February 11, 1852." Numbers 1 to 7,908 of this series mature in 1892, while numbers 7,909 to 11,806 do not mature until 1898. This series aggregated $11,806,000. Series C. were also known as "white bond, six per cent., issued under the act of February 11, 1852, and due in 1898." This series aggregated $1,878,000. Series B. and C. represented the State bonds loaned to the various railroad companies under said act of February 11, 1852, before the war, and were all of "like character" with each other, except that all of series C. mature in 1898, while some of series B. mature in 1898, and others in 1892. (See Comptroller's report, 1879, p. 130, *et seq.*) The sinking

fund commissioners did not construe the act of March 20, 1860, as meaning by the words "like character" that the bonds must have been the identical bonds loaned to the company paying them in; on the contrary they received from them any State bonds of like maturity, etc. To illustrate, the E. T. & Va. R.R. Co. paid in "fifteen of their own endorsed bonds," and "two regular State bonds;" the Memphis & Charleston R.R. Co. paid in "sixteen State bonds" and $2,960 in cash; the Memphis & Ohio R. R. Co. paid in "six State bonds;" and so of the McMinnville & Manchester R. R., and the Tennessee & Alabama R. R. Co. (See Comptroller's report, 1861, pp. 54, 55.)

Said act of March 20, 1860, further provided that if the annual payments were made by the companies in money it should be invested by the commissioners in State bonds "of the same character" as those issued to such company, which bonds were to be cancelled. The sinking fund, when paid, was, in all cases, to be passed directly to the credit of the company, and be a release from that amount due by them to the State. Each company, instead of "providing" the semi-annual interest, as under the act of 1852, upon the original amount of bonds issued to it, was acquired to provide only for the interest on "the *amount* of bonds unpaid at the time said interest falls due. The Comptroller was directed to keep a regular account against each company, charging them with the amount of bonds originally issued to them by the State, and crediting them by the amount of sinking fund paid; and he was to furnish the Treasurer statements of the amount due by each company on the first of June and December of each year, so he could know how much interest each company had to pay. On the first of February, 1861 (Acts Extra Session 1861, p. 25), the General Assembly of Tennessee sus-

pended for one year so much of the act of March 20, 1860, as required the railroad companies to pay annually 2½ per cent. on the amount of bonds issued to them. On May 7, 1861, said General Assembly passed an act (second extra session 1861, p. 36) leaving it *discretionary* with the Governor to appoint a receiver or permit the affairs of the several railroads to remain in the hands of the companies, as the interest *of the State might suggest.*

It will be seen that from the passage of the act of February 11, 1852, down to the late war, the State of Tennessee claimed the exclusive right to control what is called the sinking fund, to increase or suspend it, to change the character of the payments, the mode of investment, and the persons in control of the investment. That the State claimed the debt as due to her, and not to the bondholders, and though these various acts, and the reports of the Comptroller and of the sinking fund commissioners under them, were all public, no bondholder was ever heard to protest against the authority assumed by the State, or against the cancellation and destruction of securities, which the companies had paid into the sinking fund, and which fund, it is now claimed, was created to secure the payment of the State bonds by the companies to the holders.

The same may be said of the course that was pursued in regard to the payment of interest by the companies. No bondholder ever presented a State coupon to any railroad company for payment. No Tennessee railroad company had any banker, or other correspondent in New York, to pay the coupons on the State bonds loaned to it. No company ever retained in its possession the coupons that had been paid on the bonds loaned to it. In fact, few if any of the companies kept any memorandum of the numbers of the bonds issued to them; and it is per-

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fectly safe to say that up to the time Comptroller Burch, in 1875, published his report, no one outside of the State had any idea as to what railroad the bonds issued before the war had been loaned.

By an act passed January 19, 1838, entitled "An Act to establish a State Bank to raise a fund for internal improvement, and to aid in the establishment of a system of education," the General Assembly of Tennessee established a bank "in the name and for the benefit of the State," under the name and style of the Bank of Tennessee. The capital of the bank was to be $5,000,000, the State to be the sole stockholder, and a large part of its capital was to be raised by the issuance and sale of State bonds. By the same act the State became a subscriber for one-half of the capital stock in all railroads and turnpikes in the State, its stock subscriptions to be paid by the issuance and sale of State bonds. The profits or dividends to be realized by the State from its stock in said bank and said internal improvement companies, were to constitute a fund for the redemption of all said bonds, and the payment of the interest thereon, all of which was to be done by and through the Bank of Tennessee. If said dividends were insufficient for the purpose, then, by an act passed January 27, 1844, the Comptroller was required to draw his warrant upon the Treasurer in favor of any deficiency. As long as the Bank of Tennessee was in operation it was regarded as the fiscal agent of the State. All of its directors were appointed by the State; they were required to report to the State, and were constantly kept under its control. The State Treasurer kept none of the State funds in his own hands, but deposited all the revenues of the State in the Bank of Tennessee, and could only check for the same on checks countersigned by the Comptroller. The Bank of Tennessee paid the interest on all the State bonds, without ref-

erence to the purpose for which they were issued. This is shown by the report of the Comptroller to the session of 1851–2, when the general internal improvement law was passed. See his report, p. 65. The Merchants Bank at New York, and the Bank of North America at Philadelphia, were the correspondents through whom the Bank of Tennessee paid the interest on the State debt. These correspondents would return the coupons to the Bank of Tennessee, by whom they were returned to the State. There was one account on the books of the Bank of Tennessee headed "Treasurer of Tennessee," which was credited by the revenues of the State deposited by the Treasurer, and by the dividends derived from the State stock in the bank, and the various internal improvement companies mentioned above, and was debited by the interest on the entire State debt paid by the Bank of Tennessee, and by such other sums as were drawn by the Treasurer under appropriations made by law. There was also an account on the books of the Bank of Tennessee headed "Interest paid on State bonds," the object of which was to show the exact amount paid on that account, but it shows nothing as to whom or for what purpose the bonds were issued upon which such interest was paid. There was also an account headed "Railroad companies for interest," showing the amounts and dates of all payments into the bank by the different companies, but it does not show that the payments were to be appropriated to the interest upon any particular bonds of the State, nor did the bank in fact know what bonds had been issued to any named railroad. The funds paid in by all the railroads were thrown together as a whole, and transferred either to the "Treasurer's general account" or the account headed "Interest on State bonds," which was but a sub-account of the Treasurer's, and under his control. The moneys paid in

by the railroads were sent with other funds to New York and Philadelphia, where they were paid out by the correspondents aforesaid upon coupons of the State, making no distinction between the different bonds of the State. These correspondents kept no accounts with the railroad companies, and had no idea as to whom the bonds were issued, the coupons of which they were paying.

In the Treasurer's books an account was headed "Bank of Tennessee"—the reverse of the account kept under his name at the bank. There is an account headed "Interest on Capitol bonds," in which is shown the interest paid on the bonds issued to pay for the State House. There is also an account headed "Interest on Internal Improvement bonds." It shows the gross amount paid out on such bonds, but it does not show by whom the money was furnished, nor does it show the number or character of the bonds upon which the interest was paid. There are no separate accounts with the different railroads to be found on the Treasurer's books. With the exception of the distinction between "Capitol" and "Internal Improvement" bonds, the Treasurer made no difference between the various bonds of the States, but treated them, as every one else did, as all equally the obligations of the State.

On July 1, 1861, the Legislature passed an act requiring the various railroad companies to pay the interest into the hands of the State Treasurer direct, (acts 2 ex. ses., 1861, page 53, sec. 11), And on Jan. 26, 1869, they passed an act requiring them to pay it to the Comptroller of the State (Acts 1868–9, page 19). On Feb. 1, 1861, they passed an act suspending payments into the sinking fund for one year, (Acts 1 ex. ses., 1861, page 25). On Nov. 23, 1865, they passed an act continuing the suspension to Jan. 1, 1867, and thereafter increased it to four

per cent. to be *paid* to the Treasurer in (any) bonds of like character (Acts 1865–6, pages, 10, 11.)

It will thus be seen that both as to the interest and sinking fund, every one had treated the debt due from the companies as due to the State, and the debt evidenced by the bonds as due from the State to the bondholders. The interest on the bonds loaned to the Central Southern Railroad Company was not paid after July 1, 1861, and though the U. S. Circuit Court was open in Nashville after its capture by the U. S. army in February, 1862, no bondholder ever claimed the right to a receiver for non-payment of interest. On May 5, 1865, the General Assembly, by joint resolution, appointed the Comptroller, Secretary of State, Attorney General, and Commissioner of Public Roads, a board to make a settlement with the Louisville and Nashville Railroad Company, and if a satisfactory settlement could not be obtained, the Governor was authorized to have instituted such legal proceedings as might be necessary to protect the *interests of the State.* (See Acts 1865, page 150). On the 18th of November, 1865, said commissioners reported to the Legislature (see Appendix 1865–6, page 233,) that they had affected a settlement; that the bonds loaned said company by the State amounted to $560,500, and the overdue interest thereon to $147,131.25; that the company had proposed to pay the entire principal in straight six per cent. coupon bonds of the State, and the interest in coupon bonds of the State then due; the commissioners say, "believing it to be manifestly for the interest of the State to call in this large installment of its indebtedness, and believing moreover that the company had *a right under the law regulating the sinking fund to pay off its entire indebtedness in the bonds of the State,* your commissioners accepted the proposal and executed to the company a receipt dated Nov. 17, 1865,

for $707,631.25 in bonds and coupons of the State, being the total indebtedness of said company to the State of Tennessee, on account of the bonds of the State received in aid of the construction of said road and the bridge across the Cumberland river." Copies of said resolution and report are here filed as Exhibits Nos. A and B respectively. They were published in the Acts and Journal of that session, and no one ever controverted the right of the State to make the settlement until this bill was filed.

It further appears from the report of said commissioners, that the last instalment of interest, amounting to $16,815, was paid by the Louisville and Nashville Railroad Company into the Bank of Tennessee, on the 9th day of May, 1861; and though the fund was afterwards lost through the bad faith of the bank, that fact did not, in the opinion of the commissioners, furnish any just or legal grounds for recourse upon the company, thus showing that the bank was regarded as the agent of the State and not of the railroad companies. This action of the State, acquiesced in by the State bondholders, was regarded as a precedent, and furnished the basis upon which all the debts due to the State from the various other railroads were afterwards settled. The legislature of the State after the war, in all substantial respects, followed the legislation which had been passed before the war, and conformed to the principles which had been established in the settlement with the Louisville and Nashville Railroad Company. By an act passed February 18, 1867 (Public Acts 1866–7, pages 2, 3,) all railroads were relieved from paying the sinking fund until January 1, 1870; and by an act passed January 22, 1870, (Acts 1869–70, page 85–6,) the Nashville and Decatur Railroad Company were relieved from it until January 1, 1872. By an act passed March 13, 1868 (Acts 1867–8, page 99, sec. 4,) a

board of Finance was created, and empowered to examine into, and settle the sinking fund between all the railroads and the State. By an act passed January 18, 1866, (Public Acts 1865-6, page 34,) the railroad companies were required to pay their interest to the State Treasurer instead of to the Bank of Tennessee, as provided by the act of February 11, 1852. By an act passed March 13, 1868, Public Acts 1867-8, page 89, sec. 5,) they were required to pay the interest to the Comptroller of the State, and by section 3 of the same act, the duty of providing for the payment of the interest on the bonded debt of the State, which formerly rested upon the Bank of Tennessee, was transferred to a Board of Finance, who were also directed to settle with the railroad receivers—a duty which the act of February 11, 1852, had imposed upon the Comptroller. Instead of allowing the Governor to select the receiver, as was provided by the act of February 11, 1852, he was required by an act passed October 26, 1869, (Acts 1869-70, page 4,) to give a preference to the President of the railroad, who was to give a bond payable *to the State*, for the discharge of his duty as Receiver *of the State*, and that he would receive "the rents, issues and profits, and pay the same, after deducting the necessary repairs and running expenses of said road, *into the Treasury of the State.*" The Attorney General of *the State*, was, by an act passed December 6, 1870 (1870-1, page 5,) directed to institute suits *in the name of the State*, against the Receivers and their sureties for any damages that *the State* had sustained because of their failure to discharge their duties as such Receivers, and for their failure from time to time to settle with the Comptroller," or "for the rents, issues and profits that came to their hands as such Receivers." By an act passed February 24, 1870, (Acts of 1869-70,

page 94, sec. 3,) as amended by act of December 21, 1870, (Acts 1870–1, page 23,) the railroad companies were allowed to pay the interest then due, or that might fall due by January 1, 1872, in past due bonds or coupons of the State. Under the act of February 11, 1852, the State was only entitled to two directors, to be appointed by the Governor, in each company to which State aid was granted. By act of March 7, 1867, (Acts 1866–7, page 143, sec. 7,) the number appointed were to be in proportion to the amount of aid received by the company in which they were appointed. By an act passed February 4, 1870, (Acts 1869–70, page 72,) the appointment of State Directors was to be confirmed by the Senate; and whenever any railroad should "have liquidated its *indebtedness to the State*," the power to appoint such directors, on the part of the State, as well as the powers of such directors as had been previously appointed, were to cease. By an act passed November 23, 1865, (Public Acts 1865–6, pages 11, 12,) the Governor was directed to issue bonds of the State, to pay off all the State bonds and interest then past due, or that might fall due January 1, 1866. The interest that should thus be paid by the State on bonds loaned to the railroad companies was to be charged up to them on the same terms and conditions of the original loans, and the State was to have the same lien upon the roads and their property as was given by the Internal Improvement laws referred to above, and in addition, was to have a lien upon their franchise to secure the payment of the principal and interest of the bonds authorized to be issued by said act. The railroad companies were to pay the interest on those bonds in the same manner, and under the same rules, regulations and restrictions as they were required to pay by the act of February 11th, 1852; and after January 1st, 1867, they

were to pay annually to the Treasurer four per cent. on the amount of "*their indebtedness to the State*" as a sinking fund; "to be paid *in the bonds of the State* in a like character to those issued or endorsed for them, the payments to continue "until the whole of their indebtedness is discharged."

Under this law the interest due on the bonds loaned to the Central Southern Railroad Company were funded, and charged up as a lien in favor of the State against the road.

By an act passed January 18th, 1866 (Public Acts 1865-6, pages 33, 34), the State loaned an additional amount of bonds to various railroad companies named therein, to aid them in repairing their roads and bridges, and in addition to the lien reserved by the act of February 11th, 1852, "the *State* by this act reserved a lien upon the '*profits*' of the roads for the money thereby advanced for the repairing of the same;" which lien *the State* was to have the right to enforce, as provided in the internal improvement law of the State, if the companies should fail to pay the sinking fund and interest required by said act of January 18th, 1866. The lien, thus reserved, was expressly declared to be "cumulative of, and in addition to, the lien ordered by the act of 1852," "which lien" is declared "to extend to, and cover the money or *bonds* to be advanced to said roads," under said act. The State here treats the loan of her bonds as exactly equivalent to a loan of money. Under this act $75,000 of bonds were loaned to the Central Southern Railroad Company, and $300,000 of bonds were loaned to the Tennessee and Alabama Railroad Company, see (Public Acts 1865-6, page 70). By an act passed December 7th, 1867 (Public Acts 1867-8, pages 14, 16), the Governor was directed to issue State bonds to various railroads therein named, to aid in the reconstruction and re-equipment of their roads.

Under this act $350,000 in bonds were loaned to the Nashville and Decatur Railroad Company. The 16th section was in these words, "that these loans shall be made in like manner, and under the same conditions imposed, by the internal improvement laws of the State," and section 15 "provided that if the several railroad companies, or either of them, to whom the bonds of the State have been loaned under *this* act, or *former* acts, shall fail for two consecutive years to pay the *interest* that may accrue upon the bonds loaned to them severally, then, and in that case, the Governor, Secretary of State, and Comptroller may at their discretion, *sell said railroad track, rolling stock. etc.*, upon such terms and conditions as they may deem best to secure *the interest of the State* and *shall retain of the proceeds of said sale the amounts loaned to said companies, and the interest due on the same, with expenses of said sale.*"

It will be seen that down to this point, the State of Tennessee claimed to be the absolute and exclusive owner of the debt due from the railroads on account of bonds loaned to them, and of the lien or mortgage given to secure said debt; that the lien had been enlarged so as to embrace not only the road and all the property owned by the company as incident to or necessary for their business, together with the stock of the individual stockholders, (Act February 11th, 1852); but also the franchises of the company (Act November 23d, 1865), and the profits arising from the operation of the road, (Act January 18th, 1866). The State by successive legislation, had acquired the right to enforce her lien by the appointment of Receivers and sales of the property in default of either interest or sinking fund, and these sales could be made by her own officers, without the necessity of applying to the Courts—the proceeds of the sales to be paid into

her own treasury. No bondholder had ever entered any protest against this course of legislation, and the railroad companies, having accepted aid under the various acts, were of course bound by them.

The Nashville and Decatur Railroad Company, and the original companies forming the consolidation, owed the State $2,368,176. They met their interest in January, 1869, but fell behind $15,955.26 on their interest for July, 1869. This authorized the State to appoint a Receiver, and experience had taught that in every instance these political Receivers had run the roads down, without ever reducing the indebtedness. They had injured both the State and the companies, and therefore were to be avoided by both if possible.

In October, 1869, the debt of Tennessee was $37,590,027.08, of which about $30,000,000 were for bonds loaned to railroad companies, with funded interest thereon. The State's bonds ranged in New York in 1869 from 70 cents in January to 40½ cents on the dollar in December, there being no distinction between bonds loaned to railroads and other bonds. On the 25th of February, 1869 (see Acts 1868–9, p. 50), the Legislature passed an act reciting that it was "desirable for the general welfare of the State that the State should be reimbursed the amounts advanced to the different railroad companies as fast as practicable," and enacting that *any railroad company* might "repay *any amount* of the *principal*" of their "indebtedness to the State" *at such times as might be practicable*, provided it was done prior to the maturity of the State bonds that "caused said indebtedness." It was further enacted that *any person* might, with the consent of the company, pay any part of the indebtedness of such company. If the payments were made by the company they were authorized to issue their own bonds of equal amount and denomination,

which bonds were to be a lien pro rata in amount, and of equal validity and effect with the unretired part of the State's indebtedness. And if any outside person should pay any part of the debt, with the consent of the company, such person was to be subrogated to the lien of the State in the proportion which such payment bore to the original amount of such indebtedness. It will be noticed that this act produced but two important changes in the previous law. No person outside of the companies had ever been authorized to undertake the payment of their debts, and one feature of this act was to give such persons this right, and to subrogate them pro rata to the State's lien, provided the consent of the companies was first obtained. The reason for this provision was, that if any company should, from want of credit, be unable to procure the bonds with which to make the payment, the State would not lose the chance of reimbursement, if any one else could be found who was willing to advance the bonds.

Under the previous law the companies were authorized to repay their indebtedness to the State in annual instalments of four per cent. on such indebtedness; but this would require many years, and in the meantime the interests both of the State and companies would suffer. The principle had been conceded, in the case of the Louisville & Nashville R. R. Co., that a company had the right to pay off their *entire* indebtedness at any time; but there was no law authorizing a payment of any part of their indebtedness greater than the annual four per cent. payments, but less than the whole debt, and one object of the act of February 25, 1869, was to give them such authority, and to enable them to exercise it, by the inssuance of their own bonds, to be secured by a lien co-equal in extent, and pro rata in amount, with that of the State. It was pro-

vided, however, that where the company had previously issued second mortgage bonds, the State bonds paid in should be of the "*same series*" as those loaned to the company. It was seen, upon reflection, that it could make no difference to the second mortgage bondholders whether the State bonds paid in were of the same series of those loaned to the company or not; and thereupon the act of January 20, 1870 (Acts 1869–70, p. 61), was passed, which authorized the company to pay in any of the legally issued six per cent. bonds of the State outstanding, without regard to series or number; and such payment, to the extent made, was to a full discharge of the State's lien, whether they were the same bonds, or the same series of bonds, issued to the company or not. There is a *proviso* in the act *as printed*, that "it shall not be so construed as to allow the payment and satisfaction of debts created by bonds "*issued*" by the State, and upon which the State is "secondarily liable;" and it has been insisted that the State was only secondarily liable upon her bonds "issued" to the railroad companies. But by reference to House Journal 1869–70, p. 326, it will be seen that the word really intended was "*endorsed*," and not the word "issued," and that the *proviso* referred to the bonds of such companies as the Nashville & Chatanooga R. R., which had been "*endorsed*" by the State, and upon which it had always been conceded that the State was only secondarily liable.

On July 1, 1870, the Nashville & Decatur R. R. Co. executed a mortgage or trust deed upon their railroad property, rights and franchises, conveying the same to Philo C. Calhoun, Richard T. Wilson, and Adrian Iselin, all citizens of the State of New York, to secure first mortgage bonds to the amount of $2,100,000, issued and negotiated to raise the money to buy the State bonds to pay the debt due from said

company to the State. Said mortgage was duly executed and registered, and the bonds are now outstanding in the hands of *bona fide* holders for value.

Respondents insist that the trustees in said mortgage or deed of trust are necessary parties, without whom no safe decree can be made; it is also submitted that if complainant's theory is correct, the State of Tennessee is also a necessary party, and respondents rely upon this defense as though the same were especially pleaded. Further answering, respondents admit that during the late war the railroad companies did not pay the interest on the bonds issued to them, and after the war most of them still continued in default in making interest payments. The State of Tennessee was also in default during the greater part of that time, and the market value of her bonds had depreciated.

Respondents deny that any of the officials of the Louisville and Nashville or of the Nashville and Decatur Railroad Company ever conceived the project of avoiding any legal liability arising out of the loan of the State bonds to said Central Southern Railroad Company, though it is true that they treated the lien on said railroad as the absolute property of the State, and did not recognize any trust as existing in favor of the holders of the bonds whose money the company had received. Respondents acted under the honest belief, then as now, that the lien did belong exclusively to the State, and if they have mistaken the law, their mistake was occasioned by the construction that all parties interested in it have placed upon the Internal Improvement laws of Tennessee from 1852 down to the filing of the bill. Respondents have made heavy expenditures, and incurred weighty obligations on the faith that the contemporaneous construction placed upon the law for nearly thirty

years was correct, and they respectfully submit that complainant and the other holders of such bonds will not now be allowed to agitate a question which they waived at a time when they saw respondents acting upon the belief that it could not, and would not be made. Respondents rely upon the defense of laches and other matter of equitable estoppel as fully as though the same were specially pleaded.

The Nashville and Decatur Railroad Company, created as aforesaid by the consolidation of the Tennessee and Alabama Railroad Company and the Central Southern Railroad Company, in March, 1871, paid to the State of Tennessee $2,368,176 in bonds of the State in full of the debt due from said companies to the State for bonds loaned. Said company had raised the money to buy the bonds paid in by them by mortgaging the road as stated above and selling the company's bonds in the New York market. None of the State bondholders attempted by any legal proceedings to assert any rights in opposition to the course which that company was pursuing, and believing that no such rights would be claimed, respondents, the Louisville and Nashville Railroad Company, leased said Nashville and Decatur Railroad in May, 1871, agreeing to pay $2,450,000 of the debts of said company, and an annual six per cent. dividend upon their capital stock of $1,512,184.11; and, in addition to all this, said respondents have spent $————, over and above their receipts, in the repair and operation of said road.

During all this while, complainant, and others similarly situated, have stood by in silence, or what was even more deceptive, they have shown that they regarded the State of Tennessee as alone responsible by funding all their unpaid interest in other bonds of the State, under laws of the State author-

izing it to be done. With the exception of some interest paid in 1867–8, and some paid in 1874–5, the State of Tennessee has paid no interest since the commencement of the late war, and the remainder of the interest has all been funded into new bonds of the State, except that which has matured since Jan. 1, 1876, and it has neither been funded nor paid. The State bondholders, having treated the State as their only debtor for seventeen years past, ought not now to be allowed for the first time to assert a lien upon property which has passed into the hands of others acting in good faith, and making heavy expenditures on account of it.

Respondents have no knowledge, information, or belief, that the railroad companies of Tennessee originated the idea that the lien upon the railroads, reserved by the internal improvement laws, was the absolute property of the State; nor that they endeavored to induce the Legislature to proceed upon that basis and assign the lien upon each road, in consideration of the receipt by the State of an amount of its bonds from each company without regard to whether they were the bonds loaned to the company delivering them to the State. On the contrary, as shown by the legislation referred to above, the State had at all times, from 1852, claimed the absolute and exclusive ownership of said lien and debt. Neither have respondents any knowledge, information, or belief, as to what railroad officials applied themselves to the procurement of the Acts of February 25, 1869, and January 2, 1870; nor as to whether either of said bills were drafted by the agents of any of such corporations. It is true that both of said bills were amended in the course of their passage, as is usual in such cases; and as it seems from complainant's bill that such amendments were made "to preserve the rights of the internal improvement bondhold-

ers," it is fair to assume that the bondholders "applied themselves to the procurement" of said amendments, with as much success as the railroads did to the body of the acts.

The State Comptroller, in his report in 1869, p. 50, suggested to the legislature the propriety of selling a sufficient number of the railroads for bonds of the State to lessen the State's liabilities $8,000,000 or $10,000,000, he believing that with such a reduction the State's liabilities could be regularly and certainly met. His report in 1867, p. 67, shows that the railroad then owed the State $800,000 for interest July 1, 1867, which the State had paid for them on the bonds loaned them. It was certain that if the delinquent railroads were placed in the hands of receivers no good would result to any one. The Comptroller, in his report in 1867, states that the records of his office show that from the railroads then in the hands of receivers, scarcely a dollar had been received during the past fiscal year (p. 13). If the State had forced a sale of all the delinquent railroads, so large an amount of such property thrown upon the market, in the depressed financial condition of the country, would have sacrificed alike the interests of the companies and the State; and, through the State, would have injured the bondholders of the State. But by allowing the companies to pay their debt in any of the bonds of the State, and giving them a reasonable time in which to get the bonds, they were enabled to procure them at reasonable rates; and by reducing the aggregate debt of the State, they increased the ability of the State to pay, and appreciated the value of the State bonds that were left still outstanding after the railroad indebtedness was retired. By this wise policy the State enabled many weak companies to pay off their entire debt, whose property, if pressed to a sale, would have brought but a fraction of its origi-

nal cost. And by the reduction of her debt, through the sale of her railroad interest, the bonds of the State, which were quoted as low as 40½ in December, 1869, were quoted as high as 91½ cents in the dollar in March, 1874, at the New York Stock Exchange.

Respondents, the Nashville & Decatur R. R. Co., admit that in 1870 they requested of the Hon. Luke Pryor, a distinguished lawyer of Alabama, a written opinion as to the right of the State of Tennessee to release the lien reserved by the State under the internal improvement laws of Tennessee. An elaborate opinion was written by Col. Pryor, which was concurred in by the Hon. H. East, of Nashville, who was then, and is now, one of the most eminent lawyers of Tennessee. The object of asking the opinion was not to satisfy said company, but to place the question fairly before the moneyed markets of the world, where said company were trying to raise the means to buy the bonds to pay off their debt to the State. Respondents know nothing of any opinion of New York counsel to the same effect that was published at or about that time. It is true that the transaction, in all its entirety, was fully understood by said company, and they suppose it was also understood by the purchasers of the new bonds, as the legislation under which they were issued was referred to in the mortgage; and the opinion of Col. Pryor was published to give information upon the subject.

Said company acted upon the advice of counsel, and with perfect integrity of purpose, and they deny that they knew, or believed, that they "were engaged in an attempt to grasp any security of property" upon which the holders of internal improvement bonds had any lien. On the contrary, they believed then, and believe now, that the lien belonged exclusively to the State; and they are of

opinion that this belief was fully shared in by the bondholders themselves, from the fact that for nearly ten years after the State had surrendered the lien, the bondholders failed to enter any protest against its action.

And having fully answered, respondents pray to be hence dismissed with their reasonable costs.

RUSSELL HOUSTON,
SMITH & ALLISON,
ED. BAXTER,
Solicitors for Respondents.

STATE OF.....
COUNTY OF.....

Personally appeared before me.....
an acting.....
the undersigned E. D. Standiford, President of the Louisville and Nashville Railroad Company, and made oath that the facts stated in the foregoing answer are true to the best of his knowledge, information, remembrance and belief; and he also affixed the seal of said company to said answer.

Sworn to and subscribed before me.....day of .....1879.

....

STATE OF.....
COUNTY OF.....

Personally appeared before me.....
an acting..... :.....
the undersigned J. W. Sloss, President of the Nashville and Decatur Railroad Company, and made oath that the facts stated in the foregoing answer are true

to the best of his knowledge, information, remembrance and belief; and he also affixed the seal of said company to said answer.

Sworn to and subscribed before me this....day of .....1879.

.....

[EXHIBIT A.]

NUMBER XXXVIII.

Joint Resolution appointing Commissioners to Settle with the Louisville and Nashville Railroad.

Resolved by the General Assembly of the State of Tennessee, That the Comptroller, Secretary of State, Attorney-General of the State, and Commissioner of Public Roads of the State of Tennessee, be, and are hereby constituted, Commissioners on behalf of the State of Tennessee to meet and make a settlement with the Louisville and Nashville Railroad Company, and make a report thereof to this Session of the General Assembly, if practicable, if not, to the next Session of the same.

Be it further resolved, That if such settlement cannot be made by said Commissioners, with said Louisville and Nashville Railroad, as shall be satisfactory to them, the fact shall be made known to the Governor of the State, and he may direct the

Attorney-General of the State to institute such legal proceedings against said company as may be necessary to protect the interests of the State.

WILLIAM HEISKELL,
Speaker of the House of Representatives.
SAMUEL R. ROGERS,
Speaker of the Senate.

Adopted May 5, 1865.

[EXHIBIT B.]

SETTLEMENT WITH THE LOUISVILLE AND NASHVILLE RAILROAD COMPANY.

NASHVILLE, TENNESSEE,
Nov. 18, 1865.

To the General Assembly of the State of Tennessee:

In obedience to a resolution of your honorable body, entitled "A resolution to appoint Commissioners to settle with the Louisville and Nashville Railroad Company," adopted May 5th, 1865, the undersigned, as Commissioners on behalf of the State, have met the Hon. James Guthrie, President, and Mr. Willis Ranney, Secretary of said Company, at the State Capitol, for the purpose contemplated in the resolution.

The memorial upon which said resolution is founded, and which, it is said, sets forth the various matters of settlement, has not been furnished to the Commissioners, but has been mislaid in one house or the other of the Legislature. But from a statement of its contents by Mr. Guthrie, your Commissioners are of opinion that the only matter

legitimately referred to them, is the indebtedness of said Company to the State on account of the aid furnished the Company in the shape of bonds loaned to them and the interest thereon.

It appears from the books of the Secretary of State, that said Company have, at different times, received the sum of five hundred and sixty thousand five hundred dollars ($560,500) of the bonds of the State, in aid of the construction of their road and the bridge across the Cumberland, at Nashville. It appears from the books of the Comptroller that the interest on these bonds has been paid up to July 1st, 1861. The interest accruing since that time amounts to one hundred and forty-seven thousand one hundred and thirty-one dollars and twenty-five cents ($147,131,25), making the entire indebtedness of said Railroad Company to the State seven hundred and seven thousand six hundred and thirty-one dollars and twenty-five cents ($707,-631.25). The principal, Messrs. Guthrie and Ranney, on behalf of the said company, proposed to pay over in straight six per cent. coupon bonds of the State, and the interest in coupons of the bonds of the State now due.

Believing it to be manifestly for the interest of the State to call in this large installment of its indebtedness, and believing, moreover, that the company had a right, under the law regulating the Sinking Fund, to pay off its entire indebtedness in the bonds of the State, your Commissioners accepted the proposal, and executed to the Commissioners on behalf of the company, the following receipt, a duplicate of which is retained in the office of the Comptroller :

"NASHVILLE, TENN., Nov. 17, 1865.

"We, the undersigned, Commissioners appointed by the General Assembly of the State of Ten-

nessee by Joint Resolution, adopted May 5th, 1865, 'To meet and make settlement on behalf of the State with the Louisville and Nashville Railroad Company,' have this day met and settled with the Hon. James Guthrie, President, and Willis Ranney, Secretary of said Company, and have received from them five hundred and fifty-one coupon bonds of the State, for one thousand dollars each ($551,000), nine thousand five hundred dollars ($9,500) in coupons of the bonds of the State now due; also one hundred and forty-seven thousand one hundred and thirty-one dollars and twenty-five cents ($147,131.25) in coupons of the bonds of the State, in payment of interest due from said company, accruing since July 1st, 1861—making in all seven hundred and seven thousand six hundred and thirty-one dollars and twenty-five cents ($707,631.25); being the total indebtedness of said company to the State of Tennessee, on account of the bonds of the State, received in aid of the construction of said road and the bridge across the Cumberland river.

"Given under our hands, this 17th of November, 1865.

A. J. FLETCHER, Sec'y of State.
S. W. HATCHETT, Comptroller.
T. H. COLDWELL, Att'y General.
A. W. HAWKINS, Com. of Road."

The bonds and coupons mentioned in said receipt are deposited with the Comptroller of the State, and a list of the numbers and amount of the coupons is filed in the office of the Secretary of State.

From the statement of Mr. Guthrie, your Commissioners are of opinion that the other matters contained in the memorial, grow out of the consolidation of said road with the Edgefield and Kentucky Road, by the Acts of December 1st, 1855,

and December 3d, 1859, and should be settled by the two companies, unless the latter road should fall permanently into the hands of the State. At any rate the adjustment of these matters have been waived for the present by consent.

The last installment of interest, amounting to sixteen thousand eight hundred and fifteen dollars ($16,815) was paid by said company into the Bank of Tennessee on the 9th day of May, 1861, as appears from their receipt. This was two days after the adoption of Secession Ordinance; but as the law required the payment to be made to the Bank, and as your Commissioners cannot see that the status of the Bank was changed at that early day, they consider the payment legal. The fact that the fund was lost by the bad faith of the Bank, does not, in the opinion of your Commissioners, furnish any just or legal grounds for recourse on the company.

Respectfully submitted,

A. J. FLETCHER, Sec'y of State.
S. W. HATCHETT, Comptroller.
THOS. H. COLDWELL, Att'y Gen'l.
A. W. HAWKINS, Com. Roads.

UNITED STATES CIRCUIT COURT,

SIXTH JUDICIAL CIRCUIT,

1

MIDDLE DISTRICT OF TENNESSEE.

In Equity.

CALVIN AMORY STEVENS, on behalf of the Holders of Internal Improvement Bonds of Tennessee, issued to the Central Southern Railroad Company, 2

versus

THE NASHVILLE AND DECATUR RAILROAD COMPANY and THE LOUISVILLE, NASHVILLE AND GREAT SOUTHERN RAILROAD COMPANY. 3

The repliant, saving and reserving to himself all and all manner of advantage of exception to the manifold insufficiencies of the said answer, for replication thereunto, saith that he will aver and prove his said bill to be true, certain and sufficient in the law to be answered unto; and that the said answer of the said defendant is uncertain, untrue and insufficient to be replied unto by this repliant; without 4

5 this, that any other matter or thing whatsoever in the said answer contained, material or effectual in the law to be replied unto, confessed and avoided, traversed or denied, is true; all which matters and things this repliant is and will be ready to aver and prove as this honorable Court shall direct; and humbly prays as in and by his said bill he hath already prayed.

E. L. ANDREWS,
Solicitor for Complainant.

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CIRCUIT COURT OF THE UNITED STATES.

Sixth Judicial Circuit.

MIDDLE DISTRICT OF TENNESSEE.

CALVIN AMORY STEVENS, who Sues on behalf of himself and other Holders of Tennessee State Bonds issued to the Central Southern Railroad Company,

vs.

THE NASHVILLE AND DECATUR RAILROAD COMPANY AND OTHERS.

In Equity.

Answer and Cross-Bill of Charles Diggelman and others, aliens, Holders of Mortgage Bonds of Nashville and Decatur Railroad Company.

MATTHEWS, RAMSEY AND MATTHEWS,
Solicitors.

STANLEY MATTHEWS,
Of Counsel.

The joint and several Answer of CHARLES DIGGELMAN, of Zurich, Switzerland, MARIUS A. SORCHAN, of Paris, France, SOPHIE MYLIUS VON WILLER, of Milan, Italy, Aliens, on behalf of themselves and others whose names are exhibted herewith, and all others similarly situated and in like interest, being Holders of Bonds of the Nashville and Decatur Railroad Company, to the Bill of Complaint of CALVIN AMORY STEVENS, Complainant, who sues on his own and on behalf of the Holders of Internal Improvement Bonds of Tennessee, issued to the Centrrl Southern Railroad Company, against the Nashville and Decatur Railroad Company and the Louisville and Nashville Railroad Company, Defendants, in the United States Circuit Court for the Middle District of Tennessee.

And now come the following named defendants, to wit; Charles Diggleman, of Zurich, Switzerland; Marius A. Sorchan, of Paris, France; Sophie Mylius Von Miller, of Milan, Italy, aliens, who appear voluntarily, by leave of the Court, in their own names and on their own behalf, but also on behalf of those whose names are set forth in the list of names hereto attached, and marked Exhibit "No. 1," by Matthews, Ramsey and Matthews, their solicitors, and also on behalf of all others similarly situated and having like interest, who may come in and be made parties hereto, and reserving and saving all benefit or advantage of exceptions, or otherwise, that can or may be had or taken to the many errors, uncertainties, and imperfections in the said bill contained, for answer there-

to, or to so much thereof as these defendants are advised it is material to make answer unto, jointly and severally, answering, say:

1. That these respondents hereby adopt the answer to said bill heretofore filed by their co-defendants, the Nashville and Decatur Railroad Company and the Louisville and Nashville Railroad Company, and all the matters and things therein set forth, as fully as if the same were here particularly repeated, and affirm and declare the same, and each allegation therein, to be true in substance and in fact, according to their information and belief, and rely upon the same as a complete and perfect answer and defense to said bill.

2. These respondents, further answering, say, that on or about the first day of July, one thousand eight hundred and seventy, the Nashville and Decatur Railroad Company, one of the defendants herein, a corporation created, organized, and operated under and in pursuance of the laws of the States of Tennessee and Alabama, party of the first part, entered into a certain indenture to and with Philo C. Calhoun, Richard T. Wilson, and Adrian Iselin, all then, and now, citizens of the State of New York, parties of the second part, wherein it was recited that the Nashville and Decatur Railroad Company was formed and has its existence by virtue of law, by the consolidation of the Tennesse and Alabama Railroad Company, the Central Southern Railroad Company, and the Tennessee and Alabama Central Railroad Company, and that by virtue of said consolidation, and of the laws under which the said first party was created, and of its organization, and in the exercise of its corporate rights, powers, and franchises, the said first party became and was invested with all and singular the corporate rights, powers, privileges, and franchises, and likewise with, and owner and occupier of, all property, real, per-

sonal, and mixed, and of all debts due, things in action, rights of way, contracts, and all and every other interest whatsoever, which were held, owned, and lawfully possessed or exercised by, or which in any way or manner belonged or appertained respectively to the Tennessee and Alabama Railroad Company, the Central Southern Railroad Company, and the Tennessee and Alabama Railroad Company, corporations created and organized under and by virtue of the laws of the respective States of Tennessee and Alabama, as fully and effectually as the same rights, powers, privileges, franchises, property, debts, contracts, rights of way, and other interests were held, owned, and exercised by the said last named corporations, or either of them, at the time of the consummation of the said organization; but subject, however, to all the then existing debts, liens, and other liabilities incurred, created, or suffered by the same corporations, or either of them, such debts, liens, and liabilities having been, in the consolidation aforesaid, legally assumed by the said first party; and also, that the State of Tennessee did, at various times, extend aid, by loan of bonds of said State, unto the Tennessee and Alabama Railroad Company and the Central Southern Railroad Company, for which aid the State of Tennessee did then hold a statutory lien upon the railroad property and franchises of said last named corporations; and that full authority had been granted to said corporation by the State of Alabama to borrow money, and execute bonds and a mortgage to secure the payment of the same, and that by the laws of the State of Tennessee it is provided that the said corporation may make and issue first mortgage bonds covering the railroad property, rights, and franchises of the said corporation, which bonds might be issued as rapidly as bonds of the State of Tennessee were surrendered up to said State by such company, in part payment

and discharge of the indebtedness of said corporation, or of such original corporations which had been consolidated, to the State of Tennessee, for its bonds issued in aid of said corporations, to an amount equal to such payments so made, from time to time, on account of the said indebtedness to the State of Tennessee, and that such bonds, so issued, being certified by the Comptroller of the State of Tennessee, acting by himself or through an agent, in New York, as in said act described, should be a lien, *pro rata*, in amount and of equal validity and effect with the unretired part of said State indebtedness upon such railroads, property, franchises, fixtures, and materials; and also, that to enable the said party of the first part to liquidate, pay, satisfy, and fully discharge the said indebtedness to the State of Tennessee, and also for the purpose of obtaining the money or materials necessary for discharging its floating debt, and also for the purpose of perfecting its line of railway and enlarging the capacity and extending the operating facilities for the business thereof, the said party of the first part had, by the board of directors, and by convention of the stockholders entrusted with the control and management of its affairs, resolved to borrow money to an amount not exceeding, in the aggregate, the sum of two million one hundred thousand dollars, and to that end to issue and raise money by the sale and negotiation of its bonds, to the number of two thousand one hundred bonds of one thousand dollars each, bearing date the first day of July, one thousand eight hundred and seventy, in the form of bond and coupon, as therein set forth, and it was thereby witnessed that, for the purpose of securing and making more sure and certain the payment of the sums of money mentioned and provided for in the said bonds, bearing even date therewith, and each and every one of them, with the interest thereon, according to the

true intent and meaning thereof, and in consideration of the premises, and other valuable considerations paid, the Nashville and Decatur Railroad Company, party of the first part, did thereby grant, bargain, sell, transfer, and convey unto the said Philo C. Calhoun, Richard T. Wilson, and Adrian Iselin, parties of the second part, their heirs and assigns forever, and to their successor or successors in said trust and assigns, all and singular the estate and property, real, personal, and mixed, and all fixtures, rights, privileges, franchises, easements, rights under leases, terms and parts of terms, agreements, covenants, and contracts, of all and every kind, held and owned or occupied by said first party, or whereunto it is entitled, including all and singular the railroads and railways of said company, with the appurtenances thereof, from and including the terminus and depot at Nashville, in the county of Davidson, State of Tennessee, and thence to the junction of said road with the Memphis and Charleston Railroad, in the county of Limestone, State of Alabama, and including the line from Columbia to Mount Pleasant, both in the county of Maury, State of Tennessee, and all the other property, estates, and rights therein more particularly described, but on the trusts and for the uses and purposes therein declared, and none other. And it was thereby declared that the said bonds for two millions one hundred thousand dollars, thereby secured, were to be issued under and in pursuance of and in accordance with the provisions of the act of the legislature of the State of Tennessee, entitled "An act to liquidate the State debt contracted in aid of railroad companies in the State of Tennessee," passed February 25, 1869, and the acts amendatory thereof, and were to be certified by the comptroller of the State of Tennessee, either by himself or an agent in New York, and registered in a book kept

for the purpose, as provided by the second section of said act of February 25, 1869, and that the said bonds thereby secured were to be issued only as fast as permitted by said act of February 25, 1869, that is to say, in amounts, from time to time, equal to the payments made by the said company to the State of Tennessee on account of the indebtedness of the said company, or of the respective corporations consolidated into it, as aforesaid, to the State for its bonds, issued in aid of said railroads by surrender of State bonds, in discharge of such indebtedness, as permitted by said act, and that such bonds thereby secured, which should be so, from time to time, issued, before the entire discharge of the company's said debt to the State, are to be a lien, *pro rata* in amount, and of equal validity and effect with the unretired part of the said State indebtedness upon the said railroads, property, franchises, and other things thereby mortgaged, as by said act is provided.

These respondents further say, that said indenture or deed of trust and mortgage was duly registered, and became and was, in accordance with the laws of Tennessee, a valid and effectual conveyance for the uses and purposes therein mentioned, and that a copy thereof is hereto attached, marked Exhibit "No. 2," as a part hereof, to which reference is hereby made.

3. These respondents, further answering, say, that it is true, as they believe and admit, that there was delivered to the Tennessee and Alabama Railroad Company and to the Central Southern Railroad Company, on account of their railroads, various internal improvement bonds of the State of Tennessee, but how they were numbered, and of what dates and series, or in what form, these respondents have no knowledge, infomation, or belief, and can not admit that the bonds described

in the bill are identical with any of the bonds issued to either of said companies, or that Exhibit C to the bill is a correct copy of any of said bonds and coupons, and demand proof of the same.

These respondents say that said bonds to the amount of $1,069,000 were received by or on behalf of the Tennessee and Alabama Railroad Company, but none prior to July 4th, 1854, and to the amount of $596,500 by or on behalf of the Central Southern Railroad Company, but none prior to August 25th, 1858, and that said bonds were by said companies respectively negotiated and sold in pursuance of law to *bona fide* holders, and that the proceeds of the said bonds were applied as directed by the laws under which they were loaned to the said companies respectively, but these respondents have no knowledge, information, or belief as to how many of said bonds are now outstanding, nor in whose hands any of them are, nor whether the complainant is the owner or holder of any of them, nor as to whether the complainant is the holder of any of said coupons attached to any of said bonds, nor as to when any of said coupons may have matured nor what they amount to, nor how numerous the holders of said bonds are, nor where they reside, and on all these points, so far as material, respondents demand strict proof.

The respondents deny that either of said railroad companies, or the Nashville and Decatur Railroad Company has failed to comply with the provisions of the internal improvement laws, in respect to said bonds, but admit that the State of Tennessee has been in default by reason of non-payment of interest upon the bonds since January 1st, 1876.

4. These respondents, further answering, say, that the Nashville and Decatur Railroad Company was indebted to the State of Tennessee, on account of said bonds loaned to the Tennessee and Alabama

Railroad Company and the Central Southern Railroad Company, with interest, in account made up and adjusted as of January 1st, 1871, in the sum of two million seven hundred and two thousand nine hundred and ninety-seven dollars and ten cents, which was fully paid and satisfied by the Nashville and Decatur Railroad company in the bonds and coupons of the State of Tennessee received in liquidation of said debt by the Comptroller of the State, through P. C. Calhoun, president of Fourth National Bank, city of New York, his duly and legally appointed agent therefor, as will more fully appear from a copy of the statement of said debt and its payment, made by said Calhoun, president and agent as aforesaid, which is hereto attached as a part hereof and Marked Exhibit No. 3.

5. And those respondents, further answering, say that the bonds of the said Nashville and Decatur Railroad Company, secured by the said mortgage to the said Calhoun, Wilson and Iselin as aforesaid, were issued for the purposes therein authorized, and were negotiated and sold in the city of New York to *bona fide* purchasers, for full value, and the proceeds thereof were used in the purchase of the said bonds and coupons of the State of Tennessee, bought in open and public market in said city, at the prevailing market rates, which were afterward delivered to, and acceptod by, the State of Tennessee through its Comptroller in accordance with law, in payment and satisfaction of said debt due to the State from the said railroad companies, on account of said internal improvements bonds originally loaned to them; and the respondent, Charles Diggelman, says that he purchased originally, and still holds, of said bonds, the amount of $8,000; and the respondent, Marius A. Sorchan, says he purchased, and still holds, of said bonds, the amount of $10,000;

and the respondent, Sophie Mylius Von Miller, says she purchased, and still holds, of said bonds, the amount of $15,000; and that the several respondents, whose names are in the list marked Exhibit No. 1, each purchased, and still holds, of said bonds, the several amounts set opposite their respective names in said list, and these respondents say that they, and the other purchasers and holders of said bonds, bought the same in good faith, and for full value, and in the assurance and belief that the said bonds were lawfully issued for the purposes authorized, and relying upon the representations contained in the certificate of the comptroller of the State of Tennessee, annexed to each of said bonds, wherein he certified that the Nashville and Decatur Railroad Company had paid off the debt of the State of Tennessee, which was created by the loans of the bonds of the State, and for interest thereon, and that said bond was secured by a first mortgage, and was issued under authority of law, and took the place of the lien which was held by the State, a copy of which, and of one of said bonds, form part of said Exhibit No. 2, hereto attached.

6. These respondents, further answering, say, that afterward, to wit, on or about the 4th day of May, 1871, the Nashville and Decatur Railroad Company and the Louisville and Nashville Railroad Company, being by law thereto duly empowered, entered into a certain agreement in writing, of that date, whereby the Nashville and Decatur Railroad Company leased to the Louisville and Nashville Railroad Company the railroad and other property of the Nashville and Decatur Railroad Company, except as therein excepted, for the term of thirty years, upon certain terms and conditions therein expressed, and, among others, that the Louisville and Nashville Railroad Company thereby assumed, obligated and bound themselves to pay all the debts and lia-

bilities of the Nashville and Decatur Railroad Company, in which is included the bonds secured by the said mortgage, and held by these respondents and others for whom they appear in this suit, besides six per cent. annual dividends, payable semi-annually, upon the capital stock of the Nashville and Decatur Railroad Company, amounting to $1,512,184, a copy of which lease is hereto attached and marked Exhibit No. 4.

And these respondents say that said lease was entered into by said parties, upon the faith that the payment of the said debt of the Nashville and D catur Railroad Company to the State of Tennessee, as made, as hereinbefore stated, was a valid and effectual discharge and satisfaction of the same, and that said statutory lien, originally reserved by the State of Tennessee, under the internal improvement laws, had thereby been lawfully transferred to the trustees of said mortgage of July 1, 1870, to and for the benefit of these respondents and other holders of the bonds of said Nashville and Decatur Railroad Company thereby secured.

And these respondents say that all the foregoing transactions were open and public, and were well known in the city of New York as well as in the State of Tennessee, and particularly were well known at the time of their occurrence, to the complainant and to those with whom he is associated and acting in the prosecution of this and similar suits, as well as generally to the holders of the internal improvement bonds of the State of Tennessee, and no objection thereto, or claim adverse thereto, was made on their part, or on the part of any such, until the filing of this bill.

7. This respondent admits that the General Assembly of the State of Tennessee, on the 11th of February, 1852, passed an act, entitled "an act to establish a system of internal improvements in this State," and

various other statutes amendatory and supplementary thereto and in execution thereof, but does not admit that the copies thereof set out in the bill are correct, or that those referred to therein are all that are material to be considered, and denies that the construction thereof claimed by the complainants in said bill is the true and rightful interpretation thereof, and particularly that the same created any debt or obligation from the said Louisville and Nashville Railroad Company to the holders of any bonds of the State of Tennessee, loaned to said company by the State, and sold and put in circulation by said company, or that the lien reserved and declared in said laws was reserved and declared in favor of the holders of the bonds of the State, or in anywise enured to them, either by the terms of the said statutes, or in virtue of any agreement or contract with the holders of said State bonds, expressed or implied, made by and between them and said railroad company or the State of Tennessee, or otherwise; and on the contrary thereof, this respondent insists that the said statutes, according to the true meaning thereof, are laws of the State of Tennessee, defining, declaring, and regulating the duties and obligations toward said State alone, of the several railroad companies, to each of which it loaned its bonds, for the uses and purposes therein named, and reserving and securing to the said State, and to it alone, the rights and interests, as against railroad companies, in consequence of the loan to each thereof of any of its own bonds; and that the only contract to which the holders of the bonds of the State of Tennessee are parties, or in which they have any legal or equitable or beneficial interest, is directly with the State, and is contained only in the bonds themselves, whereby they agreed for the payment of the interest and principal, as therein stipulated, to look alone to the faith and

credit of the State, thereby pledged for the same.

And this respondent further says, as a matter of fact, that all bonds of the State of Tennessee loaned to the said railroad companies under said acts, were sold in the market as straight Tennessee State bonds; that is to say, as other bonds of the State of Tennessee, issued upon the mere credit of the State, and without other security, and on which the State was liable as principal, and as distinguished from bonds of railroad companies, indorsed or guaranteed by the State, and on which both the railroad company and the State were bound, the former as principal, the latter as surety; and this respondent says that, in consequence of this difference, and in virtue of said bonds being what was known in the market by the public as straight Tennessee bonds, the said bonds sold before the war, commanded a premium in the market, and were sold at or above par, while bonds of other descriptions, on which the railroad companies were bound as principals and the State of Tennessee as surety, and secured by a mortgage lien upon the railroad property, directly to the holders of the same, could not be sold except at a very considerable discount; and this respondent insists that it was to meet this condition of the market, which was well known, and to avoid and prevent the loss occasioned by this distrust of bonds, on which railroad companies were bound as principals, and the State merely as surety, that the legislation introduced by the acts of January 15 and February 11, 1852, was shaped so that the bonds of the State to be issued under it should rest alone, without other security, upon the public confidence in the ability and willingness of the people and government of the State of Tennessee to meet and pay at maturity all their obligations and debts, as, at that time, they always had done, and as at that time it was believed they always would

continue to do; and all the provisions in said legislation looking to security for the payments to be made by the railroad companies were arrangements to which the State and the railroad companies alone were parties, and for the sole indemnity of the State against loss on account of its liability for this interest and principal of its own bonds, issued and loaned to the said several companies.

And this respondent says that it was not in the contemplation of the parties, at the time of the passage of said internal improvement acts of 1851, 1852, nor at the several times when the bonds of the State were issued, in pursuance thereof, to the several railroad companies mentioned therein, nor when any of said bonds were sold by railroad companies, that the State of Tennessee would ever fail promptly and punctually to pay the current interest on said bonds; and that, consequently, it is inadmissible now to construe said acts as if they contained provisions looking to such contingency, and providing against it—more especially as if such construction had been put on said laws at the time of said negotiation, it would have been evidence of such distrust in the good faith or ability of the State to meet its obligations as would materially have affected the market value of said bonds, if not prevented their sale; and, on the contrary thereof, this respondent says that so little room was there for such a construction of these acts, that express provision was therein made, in the 5th section of the act of February 11, 1852, whereby it was made the duty of the comptroller, and he was thereby authorized, "upon his warrant, to draw from the treasury any sum of money necessary to meet the interest on such bonds, as may not be provided for by the company, as provided for in this act; and the comptroller shall report thereof to the General Assembly from time to time.

And this respondent further says that whatever were or may be supposed to have been the rights of the holders of the State bonds, issued under said act of February 11, 1852, after sale thereof by the railroad companies, to which they had been loaned and issued, they were taken subject to the provisions of the 12th section of the said act, whereby it was enacted "that the State of Tennessee expressly reserves the right to enact, by the legislature, hereafter, all such laws as may be deemed necessary to protect the interest of the State, and to insure the State against any loss, in consequence of the issuance of bonds under the provisions of this act, but in such manner as not to impair the vested rights of the stockholders of the companies."

And that all the subsequent acts, amendatory of said act of February 11, 1852, and supplementary thereto, particularly the said acts of 1869, 1870, for retirement of the State debt, and for the sale of delinquent railroads, and all the acts and transactions under them, whereby settlements were effected between the State and said several railroad companies, and the indebtedness of the latter, arising in consequence of the loan to them of the bonds of the State, was liquidated and satisfied, and the lien to secure the same discharged, were strictly and fairly in execution of the intentions and purposes of the original act, and of the power reserved to the State in the 12th section thereof.

And this respondent further says that the said act of February 11, 1852, not only recognizes the lien thereby reserved and created, as belonging to the State in law, but also in equity, for its own sole and exclusive benefit, to be dealt with, enforced, or discharged, according to its own discretion, and with a view only to its own interests, as its own property, security, and indemnity; and also that the plan provided in said act for the gradual but ulti-

mate payment and extinction of the obligations of the railroad companies under the same, in making provision for a sinking fund, according to the terms of the 7th section thereof, explicitly admitted the principle of a payment by said railroad companies, on account thereof, of any bonds of the State, whether the identical ones issued to the company or not, and guaranteed to each of said railroad companies, as a right, the opportunity to pay its whole indebtedness, arising under said act, in any bonds of the State of which it might become possessed, and was merely a provision for effectuating the just and lawful exchange of one debt for another, upon the basis of mutual rights of set-off.

8. This respondent further says that immediately after the proclamation of peace, in the spring of 1865, the general assembly of the State of Tennessee, then in session, addressed itself to the subject of the condition of the railroads of the State, and of the public debt. The Louisville and Nashville Railroad Company was, at that time, the strongest corporation, financially, owning or operating any railroad in Tennessee, for the reasons, that the principal part of its lines were situated in the State of Kentucky, and had suffered less than Tennessee roads from injury inflicted by reason of military operations. Accordingly, the first step taken was to seek a settlement with that company for the liquidation and payment of its indebtedness to the State, on account of their bonds issued to it to aid in the construction of its main stem from the State line to Nashville.

This respondent says that the discharge and satisfaction of the debt, due from the Louisville and Nashville Railroad Company to the State of Tennessee, and the lien reserved under said statutes for the security of the same, was effected in the manner following, to wit; On May 5, 1865, the General Assembly of the State, by joint resolution, appointed

the comptroller, secretary of state, attorney.general, and commissioner of public works a board to make a settlement with the Louisville and Nashville Railroad Company, and if a satisfactory settlement could not be obtained, the governor was authorized to have instituted such legal proceedings as might be necessary to protect the interests of the State. On the 18th of November, 1865, said commissioners reported to the legislature that they had effected a settlement; that the bonds loaned said company by the State amounted to $560,500, and the over-due interest thereon to $147,131.25; that the company had proposed to pay the entire principal in straight six per cent. coupon bonds of the State and the interest in coupon bonds of the State then due. The commissioners say: "Believing it to be manifestly for the interest of the State to call in this large installment of its indebtedness, and believing, moreover, that the company had a right under the law regulating the sinking fund to pay off its entire indebtedness in the bonds of the State, your commissioners accepted the proposals, and executed to the company a receipt dated November 17, 1865, for $707,631.25 in bonds and coupons of the State, being the total indebtedness of said company to the State of Tennessee on account of the bonds of the State received in aid of the construction of said road and the bridge across the Cumberland River." Copies of said resolution and report are herewith filed as Exhibits Nos. 5 and 6 respectively. And the respondent says that the said railroad company actually paid and delivered said bonds and coupons as in said receipt is recited.

9. This respondent further says that the facts of this settlement were public and notorious, and were well known at the time to the public at large, to the holders of Tennessee State bonds, and, as this respondent avers and charges, to the complainant and

those with whom he is associated and acting in the prosecution of this and similar suits; and that it was equally well known that it was made under a claim of right and in pursuance of an interpretation of the statutes of 1851, 1852, and of the subsequent legislation, which treated the lien upon the railroads reserved thereby as belonging to the State, not in trust for the holders of its bonds, but in its own right, to be dealt with in its own discretion and with sole regard to its own interests; and that consequently, although at the time this settlement was made in 1865, the State was in default for non-payment of the interest on its bonds from July, 1861, no protest or complaint was ever made by any holder of State bonds against this mode of dealing on its part, with the said roads, nor against this settlement with the Louisville and Nashville Railroad Company until the filing of this bill.

10. This respondent further says that the bonds and coupons paid by the Louisville and Nashville Railroad Company to the State of Tennessee in the said settlement, were not the identical bonds and coupons originally advanced and loaned to said company and by it negotiated and sold, but that the same, in part at least, were other bonds and coupons of the State of Tennessee, of like character thereto; that by the terms of the seventh section of the act of February 11, 1852, the said company was required, at the end of five years after the completion of its road, to set apart one per centum per annum upon the amount of bonds issued to it, and use the same in the purchase of any bonds of the State of Tennessee, paying said bonds so purchased into the treasury of the State after assigning them to the Governor, taking his receipt therefor, and which bonds, it was thereby declared, so paid in, as between the State and said company, should be a credit on the bonds issued to the company; and

said bonds so paid in and the interest accruing thereon from time to time, should be held and used by the State as a sinking fund for the payment of the bonds issued to the company, but that should said company repurchase any of the bonds issued to it under the provisions of said act, they should be a credit as aforesaid and canceled; and thereby, as this respondent insists, there accrued to the company, in addition to the obligation to pay said one per cent. per annum, the right at its election, with the consent of the State, to pay any additional amount of bonds of the State, of any description, into said sinking fund with like effect.

And this respondent further says, that by an act of the General Assembly of the State of Tennessee, passed March 20, 1860, entitled "an act to provide for the equalization and investment of the sinking funds in the bonds issued to or endorsed for railroads in this State," it was provided that the money or bonds paid in to the sinking fund by the 1st day of January, 1860, with the interest thereon, should be passed directly to the credit of the parties having so paid the same, and be a release to said party for that amount of the debt due by them to the State of Tennessee, all bonds so paid in being canceled; and that after said date of January 1, 1860, the companies who had received State bonds, should be required to pay two and one-half per centum per annum on the amount of such bonds, as a sinking fund, which amount might, at the election of the companies, be paid in cash, or in the like character of bonds that might have been issued to them respectively; if paid in cash, the same to be invested immediately in bonds of the State, to be canceled, and to be of the same character as those issued to the said company making the payment; and it was further provided therein, that the sinking fund when paid, in all

cases, shall be passed directly to the credit of the said company or corporation, and be a release to said company or corporation from that amount due by them to the State, and that, therefore, each railroad company should provide the interest semi-annually as therein provided by law, on the amount of bonds unpaid at the time said interest falls due, and not on the original amount issued to said company by the State, as theretofore provided; and thereby there was recognized in said companies the right to pay in manner aforesaid, in any bonds of the State, the entire amount due from it to the State on account of bonds originally issued to it by the State; and it was in the exercise of this right that the Louisville and Nashville Railroad Company made its payment as aforesaid, which was accepted by the State in satisfaction of the debt due from it to the State, on account of the bonds issued to it, and in discharge of the lien reserved by the State as its security therefor.

11. This respondent further says, that at the time said settlement was made, the circumstances of the situation were such as to make it most advantageous to the State of Tennessee and beneficial to its credit and its creditors. The war had but recently prior thereto definitely closed. During the period of actual military operations, the railroads had been the prize of contending armies, as instruments of offense and defense. In the course of the struggle they had been stripped of their equipment and parts of them destroyed and repaired, as circumstances permitted, to fit them for military use, but so that when they were finally restored, on or about August, 1865, to their owners, they were destitute of rolling stock, cars, machinery, shops and tools, and almost everything needed for an equipment, nearly everything of that description then in actual use upon the roads being the pro-

perty of the United States, furnished and employed for its military uses. This they were permitted to purchase, and did so in pursuance of executive orders issued by the President of the United States in September and October of that year, but being unable to pay cash, gave their obligations for the purchase money, payable in installments and bearing interest. The roads themselves, their road beds, tracks, trestle-works, bridges, and permanent works of every description, were, to a greater or less extent, out of repair, in need of restoration, in some instances in a state of actual dilapidation. Business of every kind had been suspended by the war, except military transportation, and now, that employment ceased with the cessation of hostilities, but the fruits of peace, in the revival of industry and trade, could only come with the lapse of time and the gradual accomodation of the community to the new order of things. The general resu t was that the railroads required large sums of money to put them in a condition to earn an income, and after that, would have to wait the slow operation of general causes upon the social condition of the people, before any revival of trade would renew their sources of revenue. In the meantime, a large arrearage of debt for unpaid interest had accumulated by reason of the default, during the whole period from July, 1861, both of the State and the railroad companies, in consequence of which the State securities had become discredited in the markets of the world, and their holders, as seen by the quotations in the stock markets at New York, were willing to dispose of them at a large discount. To buy them from those willing to sell, at their own offers, was no injustice to the bondholders; to pay them into the Sinking Fund as a credit on the railroad debt, would be a relief to the companies, and would diminish the burden of the State,

and reduce the amount of its obligations, so as probably to bring the State debt within limits which would make it tolerable, and so diminish the motive and temptation to repudiate it, while the demand thus created for depreciated securities would naturally, as in fact it did, raise the prices in the market of those held by others, who did not choose to sell; so that the transaction was well calculated, without injury or loss to any one, to prove beneficial to all the important public and private interests affected.

12. This respondent further says, that about the time said settlement was made with the Louisville and Nashville Railroad Company, on November 8, 1865, the General Assembly of the State of Tennessee, by joint resolution of that date, appointed a joint committee to examine into the condition of the sinking fund, and ascertain what railroads had paid, and what amount, and if they had due credit, and also that they be authorized to cancel all bonds of the State that had been paid in by railroads; and this respondent says, that while he is ignorant of the exact amount of State bonds that, at that time, had been paid in on account of the sinking fund by the railroads, and for which they were entitled to credit on account of their indebtedness to the State for its bonds loaned to them under the general internal improvement acts, yet, that it amounted to a considerable sum, and that said bonds had been paid in, as by law the railroad companies had the right to do, whether they were the identical bonds loaned to the company paying them into the State treasury, or other State bonds, issued to other railroads, or for the general purposes of the State; and this respondent says, that no other mode of reducing the indebtedness of the State to its bondholders, or of the railroad companies to the State was in fact practicable, for the reason that no

difference was made in the stock market in Tennessee State bonds, as to price or description, on account of having been issued to one company and not another, as between those issued to railroad companies under the internal improvement acts, and those issued by the State for other purposes; nor could any purchaser or seller of bonds have knowledge, without carefully tracing their numbers in the books of the secretary of State, on what account and to whom they were originally issued, so that no railroad company could practically go into the market and purchase exclusively State bonds which had originally been loaned to it, under the internal improvement acts, and it was a fact and practice well known to the complainants, as to all the holders of the State bonds, that they were from time to time bought in the market for the purpose, and actually paid into the sinking fund, without discrimination, as stated hereinbefore, accepted by the State as a payment on account of the debt due from the railroad company so paying them into the treasury, and credited to it in account, and treated as between such company and the State as paid and canceled bonds.

13. This respondent further says, that at or about the date of said settlement between the Louisville and Nashville Railroad Company and the State of Tennessee, to wit, on the 23d day of November, 1865, the General Assembly of said State passed an act entitled an act to amend an act entitled, "an act to establish a system of internal improvement in the State," passed the 11th of February, 1852, whereby the governor of the State was authorized and instructed to issue the six per cent. coupon bonds of the State, similar in character in every respect to the bonds issued under said act of 1852, and maturing at the same time, to an amount sufficient to pay off all the bonds and interest past due,

as well as that to fall due January 1, 1866, or on any bonds that might fall due during the year 1867, issued or indorsed by the State prior to the 6th day of May, 1861, said bonds to be dated on the 1st day of January, 1866, and payable on the 1st day of January, 1892, to be sold and negotiated at not less than par or exchanged for the interest coupon bonds thereby provided to be paid, estimating each at their par value. And it was further provided in said act, that the State should have the liens upon each of the roads, their franchises, and property, for the prompt and faithful payment of the principal and interest of the bonds thereby authorized to be issued, to pay the interest on the bonds said company should have paid interest on as it had under the said act of February 11, 1852, for the bonds issued under that law; and the said several railroad companies receiving aid under this act should pay the interest on said bonds, as it matured, in the same manner and under the same rules, regulations, and restrictions as they were then required to pay on the bonds issued or indorsed for them under the said act of February 11, 1852, commencing the payment of said interest on the 15th day of June, 1866, the amount of interest due on January 1, 1866, by any railroad company to the State on bonds issued to or indorsed for said company, being charged up to said company on the same terms and conditions of the original loan under the said act of February 11, 1852.

It was further provided by the said act of November 23, 1865, that the obligation on the part of the railroad companies to pay into the sinking fund two and one-half per cent. per annum on the amount of their indebtedness to the State, be suspended until January 1, 1867, and said companies relieved from the payment of sinking fund then past due, and that during the year 1867 each of said companies should be required to pay four per cent. on the

amount of its indebtedness to the State, to be paid in any bonds of the State of a like character to those issued or indorsed for said company, with the coupons on the same that have not matured, semi-annually on the first of April and October, and a like amount every year thereafter until the whole of their indebtedness is discharged.

And this respondent says that every holder of bonds of the State of Tennessee, originally issued under the internal improvement laws, including the complainant, if at that time he was holder of any such, accepted the provisions of this act of November 23, 1865, surrendering to the State the overdue and unpaid coupons of said bonds, which had matured from July 1, 1861, to January 1, 1866, and receiving in exchange therefor the said State bonds, authorized thereby, and subject to all the terms and conditions of said act, affecting either said new bonds or the original bonds held by them, and thereby admitted and consented to the expressed right reserved to the railroad companies to pay their indebtedness to the State, on account of said bonds originally loaned to them, in any bonds of the State of like character.

14. This respondent further says, that after the proceedings and legislation of the State of Tennessee, hereinbefore set out, including said settlement with the Louisville and Nashville Railroad Company of November 17, 1865, and the passage of said act of November 23, 1865, the market price of the bonds of the State of Tennessee, in the city of New York, rose from about fifty cents on the dollar in the month of March in that year to ninety-two cents on the dollar in the month of December in the same year.

15. This respondent further says, that at its same session, on the 18th day of January, 1866, the General Assembly of the State of Tennessee passed an-

other act to amend the said act of February 11, 1852, wherein it is recited that the Memphis and Ohio Railroad, the Memphis, Clarksville and Louisville Railroad, the Edgefield and Kentucky Railroad, the Manchester and McMinnville Railroad, the Nashville and Northwestern Railroad, the Mississippi and Tennessee Railroad, the East Tennessee and Virginia Railroad, the Knoxville and Kentucky Railroad, the Winchester and Alabama Railroad, and the East Tennessee and Georgia Railroad were all out of repair, the bridges and trestles on said road. had been destroyed, and the companies were unable to put them in running order, and the State had a large interest in said roads, and it was to the interest of the State and the people of the State that the said roads should remain under their control, and that they should be put in running order. It was therefore thereby enacted that the governor of the State be authorized and instructed to issue the bonds of the State, bearing six per cent, interest, with coupons attached, similar in every respect to the bonds issued under the act intended to be amended, viz., the act of February 11, 1852, and maturing as thereinafter provided, to the said named railroad companies, or receivers of such roads, appointed by the governor under the laws of the State, in the amounts therein named, amounting in the aggregate to the sum of $3,283,000, besides $125,000 to the Nashville and Chattanooga Railroad Company, for the completion of the branch road from Bridgeport, Alabama, to Jasper, Tennessee, $75,000 to the Southern Central Railroad, for the purpose of assisting in paying for their bridge.

And it was further provided in said act, that each of the said railroad companies, to which relief was granted by said act, should pay to the treasurer of State, as a sinking fund, four per cent, on the

amount of its indebtedness under said act, as also the interest on said bonds; the sinking fund to commence on the first of January, 1867, as a fund for the payment of said bonds; and the State thereby reserved a lien on all the profits of said roads, for the money thereby advanced for the repairing of the same, which the State should have the right to enforce, if the said companies should fail to pay the four per cent. and interest as provided by the said act, and which should be enforced as provided by law, in the internal improvement act of the State; and said lien, thus reserved, was thereby also declared to be cumulative of, and in addition to, the lien declared in the act of 1852, which said act it was intended to amend, which lien—that is, under said last mentioned act—was thereby declared to extend to, and cover, the money or bonds to be advanced to said roads, under said act.

16. This respondent further says, that in pursuance of the same policy, to extend and enlarge the aid of the State to its railroads, in order to restore and repair them, the General Assembly of the State passed additional acts, to which reference is here made, viz:

An act to incorporate the Tennessee and Pacific Railroad Company, and for other purposes, passed May 24, 1866:

An act to amend an act, passed January 18, 1866, entitled: "An act to establish a system of internal improvements," passed February 11, 1852.

Under which two acts, bonds of the State were directed to be loaned to the amount of three millions, and ten thousand dollars ($3,010,000), to the railroad companies therein named, upon the same conditions prescribed in the internal improvement act of 1852, and its amendments.

And by an act, passed February 18, 1867, the act of November 23, 1865, above referred to, was amend-

ed so as to pospone the commencement of the payment by the railroad companies, of the four per cent. sinking fund, from the year 1867 until the year 1870.

17. The respondent further says, that many of the railroad companies were unable to provide the means to meet the interest falling due on 1st of July, 1867, which by law they were bound to provide, and failed to do so, to the extent of nearly $800,000, but that the State nevertheless paid the whole amount of interest falling due on that date on its bonds to the holders thereof; and thereafter, on the 7th day of December, 1867, the General Assembly passed an act entitled "an act to amend the internal improvement laws of the State, passed February 11, 1852," and thereby authorized the loan in a like manner and under the same conditions imposed by the internal improvement laws of the State, to the several railroad companies therein named, of State bonds, to the aggregate amount of three million seven hundred thousand dollars ($3,700,000), besides an additional sum of $5,000 per mile to the Tennessee and Pacific Railroad Company; and by section 15 of said act it was "Provided, that if the several railroad companies or either of them to whom the bonds of the State has been loaned by this act or former acts, shall fail for two consecutive years, to pay the interest that may accrue upon the bonds loaned to them severally, then, and in that case, the governor, secretary of state, and comptroller, may, at their discretion, sell said railroad track, railing, rolling-stock, etc., upon such terms and conditions as they may deem best to secure the interest of the State, and shall retain of the proceeds of said sale, the amounts loaned to said companies and the interest due on the same, with the expenses of said sale," and also, on the 26th of January, 1869, passed an act to amend the internal improvement act of 1852,

by making it the duty of each railroad company, to whom had been issued the bonds of the State, at least fifteen days before the interest becomes due, from time to time, to pay the amount of such interest, including exchange and necessary commissions to the comptroller of the State, instead of the Bank of Tennessee, as originally provided in the Acts of 1851-1852.

18. This respondent further says, that on February 24, 1870, the General Assembly of Tennessee passed an act to fund the floating debt of the State, and thereby made provision for funding the interest on the public debt of the State, then due, and that which might become due on or before the first day of January, 1874, in new bonds of the State, with coupons attached, redeemable by the State in not less than five nor more than twety years, at the pleasure of the State, bearing interest at the rate of six per cent., payable semi-annually; and it was thereby also enacted that the amount of interest then due, or that might become due by the 1st day of January, 1872, to the State on bonds issued to railroad companies, might be paid by said railroad companies in the bonds of the State or past due coupons, as the said companies might elect, and the comptroller of the State was authorized and instructed to receive said bonds or coupons in payment of the said interest due to the State by said railroad companies, provided, that no railroad company in the State should be entitled to the provisions of that section, unless they had paid or should pay, in cash, fifty per cent. of the amount due and owing to the State by such railroad companies on the first day of July, 1869.

And this respondent says, that on March 17, 1873, the General Assembly of Tennessee passed an act entitled "an act to fund the past due bonds and coupons of the State, and to sustain the credit there-

of," and thereby enacted that all the outstanding legally issued bonds of the State of Tennessee, due, or to become due before the first day of January, 1874, as well as all past due coupons, and coupons maturing on or before the first day of January, 1874, might be funded in six per cent. coupon bonds of the State of Tennessee, to be styled "the new series of funding bonds," redeemable, at the option of the State, after July 1, 1884, and due and payable on the first of July, 1914, and bearing six per cent. interest evidenced by coupons attached, payable semi-annually, on the first days of January and July in each and every year, from and including the first day of July, 1874, to the maturity of the bond; and it was thereby further enacted, that the faith, honor and credit of the State of Tennessee were thereby pledged for the payment of said bonds at maturity, and for providing a sinking fund for that purpose, and for the prompt payment of interest on said bonds, as well as the interest on the registered bonds thereinafter provided for, commencing with the interest to fall due the first day of July, 1874; and it was thereby made the duty of the treasurer of the State to set apart for that exclusive purpose so much of the revenues as might be necessary to pay the interest on said bonds, commencing with the interest that falls due the first day of July, 1874; and, by the ninth section of said act, it was further enacted, that no coupons of bonds then due should be paid, other than those coupons falling due on and after the first day of July, 1874, and only such coupons of said bonds maturing after that time as should be presented to the comptroller, who was required to examine the same, and if found to have been issued according to law, should be registered, and the registration properly indicated thereon by him and the Secretary of State. It was also provided by the fifth section thereof that the said act

should not affect the liabilities of any railroad, turnpike, or other corporation or person, for or on account of the bonds issued or loaned or indorsed by the State for internal improvements or other purposes, nor any lien in favor of the State as against purchasers of delinquent railroads.

And this respondent says, that all the holders of the bonds of the State, including the complainant, if he then held any such, or if not his predecessors in the ownership of any he may now hold, and those associated and acting with him in the prosecution of this and similar suits, accepted the provisions of these acts, and funded their overdue coupons, and received payment of current accruing interest after January 1, 1874, to January 1, 1876, in accordance with the terms thereof, and particularly that they registered their bonds, in compliance with the provisions of the ninth section of said act, and thereby assented to and adopted all the provisions of said act.

19. This respondent further says, that in the meantime, on the tenth day of November, 1868, the Governor of the State had informed the General Assembly that six railroads in the hands of receivers were at that time indebted to the State, on interest account due July 1, 1868, one million one hundred and twenty thousand nine hundred and ninety-six dollars and eighty-six cents, and stated that he would have seized two other roads for failure to pay the July interest of that year, and placed them in the hands of receivers, but that he had learned by experience that to do so would only entail increased burdens upon the State Treasury, and expressed the opinion that the interest of these roads, as well as that of the State, required that they should be sold, and the proceeds thereof applied to the reduction of the State debt. In the same message, he said :

"Leading gentlemen, connected with important railroads largely indebted to the State, are asking for authority to issue second mortgage bonds, with a view of exchanging them for State bonds. Thus purchasing State bonds by the avails of these second mortgage bonds, the debt now due by the State would in like amount be transferred to these railroad companies, and so the State would be relieved of a burden of several million of dollars of debt now resting upon it. I regard this proposition with approval, and advise its adoption by the Assembly. The payment of large debts now due from the roads alluded to, and the sale of the roads already in the hands of receivers, would reduce the State liabilities at least one-third."

And this respondent says, that at that session, in pursuance of the policy thus recommended, the General Assembly passed, on February 25, 1869, the act entitled "An Act to liquidate the State debt contracted in aid of railroad companies in the State of Tennessee," and on the 20th day of January, 1870, the act entitled "An Act for the payment of the State debt," and on the 1st day of July, 1870, the act entitled "An Act authorizing the sale and transfer of the interest of the State in delinquent railroad companies," and on the 8th day of July, 1870, the act entitled "An Act appointing commissioners under certain circumstances to lease delinquent railroads," and on the 21st day of December, 1870, the act entitled "An Act to amend the act of 1870, ch. 79, for the sale of interest of the State in delinquent railroad companies, passed July 1, 1870," and on the 13th day of December, 1871, the act entitled "An Act to further enable railroad companies to pay their debts to the State and complete the construction of their roads."

And this respondent says, that at the session of the General Assembly in 1871, the Governor, in his

message to that body, stated that under said act of February 25, 1869, as amended by the act of January 20, 1870, ch. 44, over eight million of dollars in the bonds of the State had been retired and canceled; that other roads had purchased and were then purchasing bonds with which to pay their liabilities to the State under the said acts; and in order to prevent further delay on the part of solvent roads that had not retired their indebtedness to the State under said act, recommended that the act be either repealed, to take effect at some future time not remote, or that its provisions be so amended as that the roads be required to pay all accrued interest as well as the sinking fund not theretofore paid in. In the same document the Governor also stated that but three of the delinquent railroads remained unsold, and added: "It will be a gratifing result when the State is entirely divorced from the railroad system. And, although the sales will not realize all that was desired, and leaves a large debt to be provided for, yet the Internal Improvement system of Tennessee has added millions to her wealth and diffused such energy and enterprise into every class of society, that no intelligent man can regret the policy which inaugurated the system, notwithstanding a large amount of appropriations made since the war have been improperly expended."

20. The respondent further says, that the several railroad companies to whom loans of internal improvement bonds had been made, and the State of Tennessee dealt together under the said acts of February 25, 1869, and of January 20th, 1870, according to the terms thereof, the various railroad companies who were able to do so, and who were on that account called solvent, purchasing in the open market, at the market price, bonds of the State of Tennessee, without discrimination as to their description, or on what account, or to whom issued, the

only practicable mode in which they could make purchases of the public debt of the State, and paying them to the State in satisfaction of the indebtedness of such railroad companies to the State on account of its advances of its own bonds to them, and in discharge of the lien reserved therefor to the State under the internal improvement law of 1852 and the amendments thereto; and in order to raise the means so to do, the said railroad companies issued their own bonds, secured by mortgages on their railroad property as a first lien thereon, in substitution for that of the State and declared by law and the certificate of the State to be first mortgage bonds, and the same were sold in the markets of this country and of Europe, on the faith thereof, to innocent purchasers for value, to the amount of many millions of dollars, now outstanding; and that those railroads, known as delinquent railroads, the corporations owning which were not able thus to liquidate their indebtedness to the State, were sold by the authority of the State, by virtue of judicial decrees, duly rendered in proceedings instituted and prosecuted by the State under and according to the provisions of the act of December 20, 1870, to which all parties in interest, including the holders of State internal improvement bonds, were parties and bound thereby; and the purchasers thereof paid for the same, as by said act and decree they were authorized to do, in any bonds of the State.

And the respondent says that by virtue of said dealings and transactions, and in consequence thereof, the result, in regard to the reduction of the public debt reached, was as follows:

The total bonded debt of the State, about the first of January, 1870, was about forty millions of dollars. The payments on account thereof, for and on behalf of railroad companies to whom internal im-

provement bonds were loaned, made into the treasury of the State, in bonds and coupons overdue, amount to twenty-one million, four hundred and eighty-five thousand dollars, leaving the unpaid public debt of the State amounting to about nineteen millions five hundred and fourteen thousand dollars. The account between the State and the two descriptions of railroads is as follows:

First. Defaulting railroads sold:

Bonds issued	$14,628,000 00
Int. funded, 1866 . . .	1,122,306 00
Int. unpaid July, 1870 . .	3,331,163 12
U. S. claims assumed . .	511,560 00
Total	$19,593,029 12
Amount realized by sale . .	6,698,000 00
Loss to State . . .	$12,895,029 12

Second. Roads which have settled their indebtedness:

Bonds issued	$12,742,000 00
Int. funded January, 1866 .	1,850,768 00
Sinking fund paid . . .	493,306 00
Unaccounted for . . .	1,255,700 00

For a more particular account thereof, reference is hereby made to the statement herewith filed and marked Exhibit No. 7.

21. And this respondent further says that during the whole period of these transactions, from, and including the settlement between the State and the Louisville and Nashville Railroad Company, beginning in May, 1865, and during the whole progress of this legislation, and of the liquidation,

arrangements and settlements authorized and required by it, and of the dealings between the railroad companies and the State, and of the railroad companies in borrowing money on the security of mortgages on their property, on the faith that all prior liens on account of the loans by the State of internal improvement bonds had been thereby removed and discharged or transferred by operation of law, to bonds issued by the railroad companies in substitution therefor, the holders of the bonds of the State of Tennessee, in general, had knowledge of all that was taking place; the facts themselves were public, historical and notorious, and the holders of Tennessee State bonds, at an early stage in this series of transactions, formed a voluntary organization represented by a committee, for consultation and co-operation in matters of common interest, and kept themselves well advised of each step in the history of the business; and on or about May 1, 1870, said bondholders, through their committee, of which J. J. Donaldson, Esq., was chairman, obtained a legal opinion from Hon. Henry E. Davies and Noah Davis, eminent counsel of the city of New York, affirming that they were, in equity, beneficial owners of a lien under the Act of 1852, reserved nominally to the State, upon each railroad, for the specific payment of the identical bonds issued to that railroad company, by virture of a contract, protected by the Constitution of the United States; which opinion was printed in pamphlet form and generally circulated among the holders of the Tennessee State bonds, but not otherwise. And this respondent says, that he is informed, and believes, and so avers, that the said, or similar organization of Tennessee State bondholders, has been kept up ever since, and that the present suit, and other similar suits, now pending, are prosecuted in the name of the complainants, by a committee of such organization.

And this respondent says that at no time did the said holders of Tennessee State bonds, or any one of them, including the complainant or those associated and acting with him in the prosecution of this and similar suits, ever make any demand upon any railroad company for the payment of any interest on the said bonds or receive from any railroad company payment of any coupon, or notify or inform, either directly or indirectly, any railroad company that it was claimed that any such liability, right, or lien existed, or make any objection to any of the acts of the State of Tennessee, inconsistent therewith, or object to the passage thereof, or oppose any payment, settlement, and liquidation, by any railroad company, of its indebtedness to the State, or make public, in any way, their claim as now asserted in this bill of complaint.

On the contrary thereof, this respondent says that they not only acquiesced in all the foregoing acts and transactions, by tacit approval and consent, but that they actively advised and urged in individual cases, including the present complainant, or some one or more of those with whom he is and has been acting, the consummation of these arrangements, as beneficial to the holders of State bonds, and by frequent and public communications, to and with the authorities of the State, treated and dealt with it as their only debtor. and gave it to be understood that they looked to no other, and had no other to whom to look.

And this respondent says that on the 16th day of January, 1878, there was held, in the city of New York, a meeting of holders of Tennessee State bonds, the call for which was signed by the complainant, and others with whom he was then acting, and with whom he is still associated, and who, jointly with him, are prosecuting this and similar suits—namely, Eugene Kelly, Peter Geddes, John

T. Terry, and others—and at which they were present and participating, and at which the following preamble and resolutions were adopted, viz :

" *Whereas*, On the 8th of March, 1877, at a meeting between a committee of five members of the Tennessee legislature (of which Col. John H. Savage was chairman) and a committee of arbitration (of which Mr. George S. Coe was chairman), to whom had been referred the question of a fair and equitable adjustment between the Southern States in default and their bondholders, the debt of the State of Tennessee was fully discussed, with a view of ascertaining and determining what a fair and equitable adjustment of it would be ; and,

" *Whereas*, At the conclusion of the conference between the committee of the Tennessee Legislature and the committee of arbiters, the committee of arbiters made an award that the debt of the State of Tennessee ought to be readjusted by the issue of new bonds, at the rate of sixty per cent. of the total amount of the debt and interest, the new bonds to bear interest at six per cent., payable semi-annually, and the coupons for interest to be made receivable for taxes and dues to the State ; and,

" *Whereas*, The session of the legislature expired by constitutional limitation a few days after the award of the arbiters was rendered, and there was no time to enact a law to give it effect ; and,

" *Whereas*, It was very generally understood that an extra session of the legislature would be convened to accept a proposition from the bondholders to compromise the State debt, on the terms of the award of the committee of arbitration, and to enact a law to fully carry it out, the holders of a very large amount of bonds of Tennessee did make and send to the governor propositions of compromise on the terms of said award, and the governor did there-

after convene the legislature in extra session, to consider said proposition; and,

"*Whereas*, During the sitting of the legislature, the intervention of other parties, proposing and advocating before it other and different terms of settlement than those considered by the committee of the legislature and the committee of arbitration, and awarded by the latter committee, and agreed to by the bondholders, was prejudicial to the interests of the State of Tennessee, and to her creditors, in so far as it has delayed a settlement; and,

"*Whereas*, The bondholders of Tennessee had neither an agent nor other person to represent them before the legislature, but confided in the legislature, and fully expected that the senators and representatives of the people of Tennessee would ratify and confirm the award of the distinguished and disinterested gentleman who had acted as a committee of arbitration, and accept the proposition of the bondholders made in accordance therewith, unhesitatingly; therefore,

"*Resolved*, That efforts made by any persons who purported to represent the bondholders of Tennessee were entirely unauthorized, and that the declaration alleged to have been made at Nashville, that a settlement could be effected with the bondholders upon a lower basis than that proposed by the committee of arbitrators, of which Mr. George S. Coe is chairman, has no foundation in fact, so far as it relates to the great body of bondholders.

"*Resolved*, That while we deplore the attitude assumed by the legislature, while assembled at Nashville, in December, toward the bondholders, we believe that it resulted from the influence and unwarrantable interference of other parties than real bondholders, or their representatives.

"*Resolved*, That we have an abiding belief that the people of the great State of Tennessee will not, by the rejection of honest claims which they are abundantly able to pay, suffer a stigma long to rest upon them; the effect of which will be to paralyze the prosperity of the State, subvert its best interests, and engender that demoralization which must ultimately result in losses to its citizens, even far greater than to its creditors.

"*Resolved*, That the people of Tennessee be urged to adopt such legislation as will uphold the honor of the State, and evince proper regard for the high integrity which has hitherto characterized her citizens.

"*Resolved*, That a committee of five be appointed, consisting of Eugene Kelly, John T. Terry (of E. D. Morgan & Co.), J. G. K. Duer (of James G. King's Sons), Peter Geddes (of Geddes & Smith), and Dr. R. S. Moran—Eugene Kelly to be chairman—to take such action as, in their judgment, may be for the interest of the bondholders; but with the understanding that no settlement less favorable than the award of the committee of arbitration be accepted.

And this respondent says that on the 11th day of December, 1877, the complainant, C. Amory Stevens, had addressed, by telegraph, from New York, to the governor of Tennessee, a communication, which was laid before the General Assembly, then in session, as follows:

NEW YORK, Dec. 11, 1877.

"GOVERNOR JAS. D. PORTER:

"I am a large holder of Tennessee bonds, which have been held for years strictly for investment account. I was a signer of the former petition, sent you through the committee of arbitration; and while I would prefer to have that proposition accepted, yet, if it would require a revenue bill that is deemed by the Legislature to be higher than the State can afford to pay without seriously retarding the prosperity of the people, I prefer to change the original offer, and hereby do change it. I propose to take fifty cents on the dollar. I think this dispatch represents the sentiments of most of the investment holders. They recognize the embarrassed condition of the State, growing out of the war, and are willing to meet the situation in a spirit of liberality, and now ask the legislature, through your excellency, to reciprocate this feeling, and make a settlement without further delay.

"Please submit this to the legislature for its action.

"THE ESTATE OF CALVIN STEVENS,
"C. AMORY STEVENS, *Trustee.*"

And this respondent says that the public debt of the State of Tennessee, which was the subject of these communications and propositions, amounted at that time, as reported to the General Assembly by the governor, in the same message which transmitted the proposition made through the committee of arbitration, to twenty-three millions two hundred and twelve thousand six hundred and six dollars, on the first day of January, 1878, and which consisted chiefly of bonds issued under the internal improvement acts of 1851, 1852, and the amendments thereto, and those issued for past due interest, and

known as funding bonds, constituted what remained of the outstanding bonds of the State, after the payments made the railroad companies in satisfaction of their indebtedness to the State under internal improvements acts, and the sale of the delinquent roads and the payment of the purchase-money thereof in the bonds of the State, as provided in the acts of 1869, 1870.

And this respondent says and insists that the construction of the internal improvement acts, thus practically established by the subsequent legislation and dealing the public authorities of the State, with the railroad companies and with its creditors, and universally acquiesced in, has thereby acquired the force of law, and ought not now to be questioned, much less disturbed, to the injury and loss of many innocent persons in this country and in Europe, who have invested large sums of money on the faith and credit thereof; and this respondent says that the complainant and those with whom he is associated and is acting in this behalf, have, by their acquiescence in this course of dealing, invited and encouraged others to repose confidence and trust in the same, and ought not now to be permitted, in equity, to question the validity of transactions to which they have thus consented, and that whatever rights they may originally have had, as holders of State bonds, adverse thereto, have been lost, by their own laches, acquiescence, and neglect to urge them, when they ought, if they had intended to insist upon them, and the claim now made so to do is, consequently, stale and inequitable.

22. And these respondents, further answering, say, they deny all charges and allegations of fraud and bad faith made or imputed is said bill to their co-defendants, or to the State of Tennessee.

23. And these respondents, further, answering, say, that as soon as practicable after hearing of the

pendency of this suit, they, with others whose names are thereto subscribed, addressed a communication in writing to the said Philo C. Calhoun, Richard T. Wilson and Adrian Iselin, trustees in the said mortgage, wherein it was recited that the undersigned owners, holders, and representatives of the bonds of the Nashville and Decatur Railroad Company issued under the above mortgage, have been advised that a certain holder or holders of Tennessee State bonds had instituted legal proceedings against said Nashville and Decatur Railroad Company, for the purpose of asserting a first lien in behalf of himself and other holders of Tennessee bonds for a large amount, which, if successful, would result greatly to the injury of the undersigned *cestui que trust* petitioners, and therefore respectfully requested the said trustees under the said mortgage to take the necessary steps to protect their interest against the claim of the complainant and other holders of Tennessee bonds, which he is wrongfully seeking to establish as a lien in his behalf prior to the first lien which the said trustees under the aforesaid mortgage hold for the benefit of the said mortgage bond-holders, and thereby further authorized them to use their names or any number thereof conjointly with their own, or if they should so elect alone, in prosecuting the legal resistance which they desired said trustees to make against said wrongful claim of the complainant on behalf of himself and other holders of Tennessee bonds; a copy of which communication with a list of subscribers thereto and the amount of bonds held by each, set opposite their names respectively, is hereto attached and marked Exhibit No. 1.

And these respondents say, that the said trustees have declined to appear in this cause in their own names, being advised that, as they are all citizens of the State of New York, and of the same State

with the complainant, the nature and limits of the jurisdiction of this court in this case forbids and prevents them so to do, and for that reason these respondents appear in their own names and behalf, and in behalf of all others whose names are in said list hereto attached, and all others similarly situated, who may choose hereafter to come in, and insist that, by reason of the premises, the claim of the complainant in the bill of complaint is without equity, and that the said mortgage to the said Calhoun, Wilson, and Iselin, for the uses and purposes therein mentioned, and for the benefit and security of the holders of the bonds therein described and intended to be secured, is the only subsisting lien on the said railroad and property therein conveyed and mortgaged, and is entitled to stand in the place, and have the benefit of, the original statutory lien reserved by the State of Tennessee to itself, for the security of the indebtedness of the said railroad companies to said State on account of the loan by it to them of the said internal improvement bonds, to the benefit of which lien these respondents claim they have been subrogated.

24. And these respondents, therefore, by reason of the premises, pray that this answer may be taken as a cross-bill, and that the complainants and their co-defendants may be made defendants thereto, and compelled to make answer unto, and that on final hearing this honorable Court will order, adjudge, and decree that said deed of trust and mortgage, herein set forth, to the said Calhoun, Wilson, and Iselin, trustees as aforesaid, for the benefit and security of the holders of the bonds therein described, is, in respect to the claim of the complainant, and of all other holders of the bonds of the State of Tennessee, originally loaned by said State to the Tennessee and Alabama Railroad Company, and to the Central Southern Rail-

road Company, the best and only liens and incumbrance on said property therein described, and that in respect to the right and title in equity of these respondents, and other holders of the bonds thereby intended to be secured, the lien originally reserved by the State of Tennessee to itself, on account of its bonds loaned to the said railroad companies, has been effectually transferred to and for the benefit of these respondents and the other holders of said mortgage bonds of the Nashville and Decatur Railroad Company, and that these respondents and those whom they represent may be forever quieted in their said right and title under the same and the said mortgage, against the claim of the complainant and all other holders of bonds of the State of Tennessee, aforesaid, and that they be perpetually enjoined from hereafter setting up their claim as aforesaid, and for such other and further relief as these respondents and complainants in said cross-bill may in equity and good conscience, and according to the usages and practices of courts of chancery, be entitled to.

MATTHEWS, RAMSEY & MATTHEWS,

Solicitors for Defendants.

STANLEY MATTHEWS,

Of Counsel.

State and County of New York:

Personally appeared before me,.....

.....

and made oath that he is the agent and attorney in fact, authorized to represent the respondents above named, who are aliens and non-residents, and that the facts stated in the foregoing answer are true to the best of his knowledge, information, remembrance, and belief.

.....

Sworn to and subscribed before me, this.....

day of....., 1879.

.....

APPENDIX.

Exhibit No. 1.

TO PHILO C. CALHOUN, RICHARD T. WILSON, AND ADRIAN ISELIN, TRUSTEES, UNDER A MORTGAGE OF THE NASHVILLE AND DECATUR RAILROAD COMPANY, BEARING DATE FIRST DAY OF JULY, ANNO DOMINI ONE THOUSAND EIGHT HUNDRED AND SEVENTY.

The undersigned, owners, holders, and representatives of the bonds of the Nashville and Decatur Railroad Company, issued under the above mortgage, having been advised that a certain holder or holders of Tennessee State bonds has instituted legal proceedings against said Nashville and Decatur Railroad Company, for the purpose of asserting a first lien in behalf of himself and other holders of Tennessee bonds for a large amount, which, if successful, would result greatly to the injury of the undersigned *cestui que trust* petitioners.

Therefore the undersigned respectfully request you, as trustees under the aforesaid mortgage, to take the necessary steps to protect our interest against the claim of C. Amory Stevens and other holders of Tennessee bonds, which he is now wrongfully seeking to establish as a lien in his behalf prior to the first lien, which you, as trustees under the aforesaid mortgage, have for the benefit of the undersigned.

We hereby further respectfully authorize you to use our respective names, or any number thereof, conjointly with your own, or, if you shall so elect, alone, in prosecuting the legal resistance which we desire you to make against the wrongful claim now sought to be established by C. Amory Stevens, for his behalf and that of other holders of Tennessee bonds.

LIST OF SIGNERS.

Names.	*Residence.*	*Am't Bonds.*
Chas. Diggelmann.....	Switzerland.	$8,000
Marius A. Sorchan.....	France.	10,000
Sophie Millius Von Miller.....	Italy.	15,000
Dr. Cramer Pourtalis.....	Italy.	6,000
Chas. Julien.....	France.	6,000
Chas. Ed. Winslow.....	France.	12,000
Caroline Tschaener.....	France.	15,000

Augusta Iselin	France.	4,000
Wm. Iselin & Co	France.	25,000
Georgine Latham	France.	7,000

Names.	*Residence.*	*Am't Bonds.*
John E. Iselin	Switzerland.	14,000
Theodore Geubel	France.	8,000
Theodore Geubel, Admr	France.	20,000
Henry J. Barbey, Exr	Switzerland.	11,000
Henry J. Barbey	Switzerland.	67,000
William Barbey	Switzerland.	6,000
Henri Saladin	Switzerland.	8,000
Edward Fatio	Switzerland.	2,000
Eugene De Bude	Switzerland.	1,000
J. J. Vischer	Switzerland.	10,000
Emilie Vonder Muhll	Switzerland.	10,000
Chas. Buckhardt	Switzerland.	6,000
Edward Buckhardt	France.	15,000
August Hensler	Switzerland.	2,000
Iselin Brothers	Switzerland.	10,000
Sarasin & Co	Switzerland.	10,000
Victor Jacob	Switzerland.	11,000
Bourgeois Pestelozzi	Switzerland.	10,000
Alfred de Clausel	France.	5,000
Jules Cuenod & Co	Switzerland.	7,000
Bory & Holland	Switzerland.	29,000
Chas. Galland	Switzerland.	19,000
Hentsch & Co	Switzerland.	5,000
Alfred Herpin	France.	7,000
Victor Fauche	France.	15,000
Wiese Brothers	Germany.	5,000
Chas. Vischer	Switzerland.	5,000
Auguste Burckhardt	Switzerland.	3,000
Ad Yorn	France.	10,000
Chas. Vischer Werian	Switzerland.	5,000
Edmond Courdiet	France.	7,000
Society Credit Suisse	Switzerland.	15,000
W. de Youmis	Switzerland.	1,000
Chas. Vonder Muhll	Switzerland.	1,000
Kunkler & Bossi	Switzerland.	9,000
Amelia Imhoff	Switzerland.	4,000
Ernest Favre	Switzerland.	4,000
Peter Massa	New Jersey.	13,000
Edward Fatio & Co	Switzerland.	4,000
Margaret Lecoq	France.	6,000
Vonder Muhll Brothers	Switzerland.	10,000
Ernest Saladin	Switzerland.	6,000
Eugene Richard	Switzerland.	5,000
Chas. Von Wuralt	Switzerland.	7,000

Exhibit No. 2.

DEED OF TRUST OR MORTGAGE OF THE NASHVILLE AND DECATUR RAILROAD COMPANY TO PHILO C. CALHOUN, RICHARD T. WILSON, AND ADRIAN ISELIN, OF THE CITY OF NEW YORK. DATED JULY 1, 1870.

THIS INDENTURE, made this first day of July, one thousand eight hundred and seventy, between the Nashville and Decatur Railroad Company, a corporation created, organized, and operated under and in pursuance of the laws of the States of Tennessee and Alabama, and herein deisgnated party of the first part, and Philio C. Calhoun, Richard T. Wilson, and Adrian Iselin, all of New York city, and herein designated parties of the second part.

Whereas, The Nashville and Decatur Railroad Company was formed and has its existence by virtue of law, by the consolidation of the Tennessee and Alabama Railroad Company, the Central Southern Railroad Company, and the Tennessee and Alabama Central Railroad Company; and whereas, by virtue of said consolidation and of the laws under which the said first party was created, and of its organization, and the exercise of its corporate rights, powers, and franchises, the said first party became and is invested with all and singular the corporate rights, powers, privileges, and franchises, and likewise with and owner and occupier of all property, real, personal, and mixed, and of all debts due, things in action, rights of way, contracts, and all and every other interest whatsoever, which were held, owned, and lawfully possessed or exercised by, or which in any way or manner belonged or appertained respectively to the Tennessee and Alabama Railroad Company, the Central Southern Railroad Company, and the Tennessee and Alabama Central Railroad Company, corporations created and organized under and by virtue of the laws of the respective States of Tennessee and Alabama, as fully and effectually as the same rights, powers, privileges, franchises, property, debts, contracts, rights of way, and other interests were held, owned, and exercised by the said last-named corporations, or either of them, at the time of the consummation of the organization executing these presents, but subject, however, to all the then existing debts, liens, and other liabilities incurred, created, or suffered by the same corporations, or either of them, such debts, liens, and liabilities having been in the consolidation hereinbefore named, legally assumed by said party of the first part, hereto; and,

Whereas, The State of Tennessee did at various times extend aid by loan of the bonds of said State unto the Tennessee and Alabama Railroad Company and the Central Southern Railroad Company, for which aid the said State of Tennessee does hold a statutory lien upon the railroad property and franchises of said last named corporations; and,

Whereas, Full authority has been granted to said corporation by the said State of Alabama to borrow money and execute bonds, and a mortgage to secure the payment of the same; and,

Whereas, By laws of the said State of Tennessee, it is provided that the said corporation may make and issue first mortgage bonds covering the railroad property, rights, and franchises of this corporation, which bonds may be issued as rapidly as bonds of the State of Tennessee are surrendered up to said State by such company in part payment and discharge of the indebtedness of said corporation, or of such original corporation, which have been consolidated, to the State of Tennessee for its bonds issued in aid of said corporations, to an amount equal to such payments so made from time to time on account of the said indebtedness to the State of Tennessee, and that such bonds, so issued, being certified by the comptroller of the State of Tennessee, acting by himself or through an agent in New York, as in said act prescribed, shall be a lien *pro rata* in amount and of equal validity and effect with the unretired part of said State indebtedness upon such railroads, property, franchises, fixtures, and materials;

And whereas, To enable the said party of the first part to liquidate, pay, satisfy, and fully discharge the said indebtedness to the State of Tennessee, and also for the purpose of obtaining the money or materials necessary for discharging its floating debts, and also for the purpose of perfecting its line of railway, and enlarging the capacity and extending the operating facilities for the business thereof, the said party of the first part has, by the board of directors, and by convention of the stockholders intrusted with the control and management of its affairs,

Resolved, To borrow money to an amount not exceeding in the aggregate the sum of two millions one hundred thousand dollars ($2,100,000), and to that end to issue and raise money by the sale and negotiation of its bonds to the number of two thousand one hundred (2,100) bonds of one thousand dollars ($1,000) each, bearing date the first day of July, Anno Domini, one thousand eight hundred and seventy)1870), in the following form of bond and coupon, to wit:

FIRST MORTGAGE BOND.

No. —. *United States of America.* No. —.
$1,000. $1,000.

The Nashville and Decatur Railroad Company promise to pay to the holder of this bond, on the first day of July, one thousand nine hundred, for value received, the sum of

One Thousand Dollars,

in lawful money of the United States, in the city of New York, with interest, in the meantime, at the rate of seven per cent. per annum, payable semi-annually, on the first day of January and July of each year, on delivery of the annexed interest warrant. This bond, with others of like tenor and date, amounting in the aggregate to a sum not exceeding two millions one hundred thousand dollars, is secured by first mortgage on the railroad and franchises of said company, made to Philo C. Calhoun, Richard T. Wilson, and Adrian Iselin, and is entitled to the benefit of a sinking fund, as set forth in the deed of trust.

This bond shall pass by delivery or by transfer on the books of the company. After a registration of ownership, certified hereon by the transfer agent of this company, no transfer, except on the books of the company, shall be valid unless the last transfer be to bearer.

In witness whereof, the said Nashville and Decatur Railroad Company has caused this bond to be signed by its president and secretary, and its corporate seal to be hereunto affixed, at the city of Nashville, Tennessee, the first day of July, Anno Domini one thousand eight hundred and seventy.

———, *President.*

[L. S.] ———, *Secretary.*

And the coupons, annexed to which bonds, are in the following form:

$35.00. $35.00.

No. —. The Nashville and Decatur Railroad Company will pay the bearer, in the city of New York, thirty-five dollars, in lawful money of the United States, on the first day of ——, for semi-annual interest on bond No. —.

———, *Secretary.*

FORM OF CERTIFICATE OF TRUSTEES.

We certify that this bond is one of a series, not exceeding two million one hundred thousand dollars, described in and secured by the deed of trust or mortgage mentioned herein, bearing date the first day of July, Anno Domini one thousand eight hundred and seventy, which is duly recorded.

Now, therefore, this indenture witnesseth: That for the purpose of securing and making more sure and certain the payment of the sums of money mentioned and provided for in the above mentioned bonds, bearing even date herewith, and each and every one of them, with the interest thereon, according to the true intent and meaning thereof, and in consideration of the recited premises, the loan of said money, and the sum of one dollar to the said first party in hand paid by the parties of the second part, at and before the ensealing and delivery hereof, the receipt whereof is hereby acknowledged by the said party of the first part, the Nashville and Decatur Railroad Company, the party of the first part aforesaid, has granted, bargained, sold, assigned, transferred, and conveyed, and by these presents does grant, bargain, sell, transfer, and convey unto Philo C. Calhoun, Richard T. Wilson, and Adrian Iselin, the parties of the second part aforesaid, their heirs and assigns forever, and to their successor or successors in the trust, and assigns, all and singular, the estate and property, real, personal, and mixed, and all fixtures, rights, privileges, franchises, easements, rights under leases, terms and parts of terms, agreements, covenants, and contracts, of all and every kind, held and owned or occupied by the said party of the first part, or whereunto it is entitled, including all and singular the railroads and railways of said company, with the appurtenances thereof, from and including the terminus and depot at Nashville, in the county of Davidson, State of Tennessee, and thence to the junction of the said road with the Memphis and Charleston Railroad, in the county of Limestone, State of Alabama, and including the line from Columbia to Mount Pleasant, both in the county of Maury, State of Tennessee; together with all and singular, the lands, tracks, lines, rails, bridges, ways, rights of way, and materials, buildings, piers, wharves, erections, fences, walls, fixtures, privileges, franchises, rights and interests, real estate, personal property, choses in action, leasehold, and other things of and belonging to said party of the first part, of every kind, nature, and character, in either of the said States of Tennessee and Alabama, and all the tolls, incomes, issues, and profits to be had or derived from the same, or any part or portion thereof, or from any part or portion of said term or terms or either thereof; and all right to receive or recover the same, and all railway stations and depots, with all the appurtenances necessary and convenient for the sole, complete, and entire use and operation, as well as maintenance of the said road or railways, owned or leased by said first party; and also all the rolling stock, locomotive engines, tenders, cars, carriages, tools, and machinery, belonging or appertaining to said railroad and rail-

ways, so owned as aforesaid (excepting and reserving therefrom so much of the said rolling stock, machinery, and other personalty as was purchased from the government of the United States in part by the said Tennessee and Alabama Railroad Company, the Central Southern Railroad Company, and the Tennessee and Alabama Central Railroad Company, in or about the autumn of the year eighteen hundred and sixty-five), and also all improvements or additions made or to be made to any or all of said properties, estates, railroads, or railways, and their appurtenances, by said party of the first part or by others; also all and every other estate, interest, property, or thing, as well real or mixed as personal, which the said party of the first part owns or holds, or may and shall hereafter acquire or hold, necessary or convenient for the use, occupation, operation, and enjoyment of all or any of its said railroads, railways, leases, and property, rights, privileges, and franchises, or any part or portion thereof; and also all rights and privileges to use the said road bed, tracks, sidings, turnouts, and switches, constructed at the execution of these presents, or which may or shall be hereafter constructed for the convenient use of said railroad or railways, or any of them, owned or operated by said first party, as fully and as effectually as the said company, party of the first part, is or may be by law entitled to have or acquire. But nothing herein contained shall be held, understood or construed to prevent said party of the first part from selling, hypothecating or otherwise disposing of any money or securities received in payment of shares of capital stock, or from proceeds of any debts or claims now due to said company, or from disposing of, by and with the consent in writing of the parties of the second part or their successors in the trust, any lands or other property and effects not essential or necessary to be retained for the said roadways, depots, or station grounds, nor required for the construction, maintenance, or convenient use and operation of the said railways, nor from selling shares, nor from collecting moneys now due on capital stock, subscriptions or otherwise, or for other things, provided the said first party shall diligently proceed to apply all such means and proceeds to improving and equipping of said railways and other like necessary purpose thereof, and provided also, that no default shall have been made, and at the time remain, in the payment of the interest or principal or any of the bonds hereby secured. But even after default in the payment of interest, the trustees shall have full power, in their discretion, upon the written request of the party of the first part, to convey by way of release, or otherwise, to the persons designated by the said party of the first part to receive the same, any lands acquired

or held for the purposes of stations, depots, shops, or other buildings, and no longer required therefor; and shall also have power to convey as aforesaid, on like requests, any lands or property which, in the judgment of the trustees, shall not be requisite for use, for or in connection with the said railroad, or the maintenance, use, or operation thereof, or which may have been held for a supply of fuel, gravel, or other material, and also convey as aforesaid, on like request, any lands not occupied by the then existing track, which may become disused by reason of a change of the location of any station house, depot, shop, or other building connected with the said railroad, or any straightening or alteration of the line of the road, and such land occupied by the track and adjacent to such station house, depot, shop, or other buildings, as the said party of the first part may deem it expedient to disuse or abandon by reason of such change, and to consent to any such change, and to such other changes in the location of the track or depot or other buildings as shall have become expedient; and to make and deliver the conveyances necessary to convey the same into effect: provided that any lands or properties which may be acquired for permanent use in substitution for any so released, shall be conveyed to the trustees, upon the trusts of these presents; and the trustees shall also have free power to allow the said party of the first part, from time to time, to dispose of such portions of the equipments, machinery, and implements at any time held and acquired for the use of the said railroad as may have become unfit for use; to have and to hold the said estate, property, rights, privileges, franchises, and interests above conveyed or transferred, or intended so to be, together with all and singular the emoluments, income and advantages, tenements, hereditaments, and appurtenances thereunto belonging or in any wise appertaining, and the reversion or reversions, remainder and remainders, rents, issues, and profits thereto, unto the said Philo C. Calhoun, Richard T. Wilson, and Adrian Iselin, parties of the second part, and their heirs, successors, and assigns as aforesaid, on the trusts and for the uses and purposes herein declared, and no other.

And it is hereby declared that the said bonds for two millions one hundred thousand dollars hereby secured are to be issued under, and in pursuance of, and in accordance with, the provisions of the act of the legislature of the State of Tennessee, entitled "An Act to liquidate the State debt contracted in aid of railroad companies in the State of Tennessee," passed February 25, 1869, and the acts amendatory thereof, and are to be certified by the comptroller of the State of Tennessee, either by himself or an an agent in New

York, and registered in a book kept for that purpose, as provided by the second section of said act of February 25, 1869. And that the said bonds hereby secured are to be issued only as fast as permitted by said act of February 25, 1869; that is to say, in amounts, from time to time, equal to the payments made by the said company to the State of Tennessee, on account of the indebtednesss of the said company, or of the respective corporations consolidated into it, as aforesaid, to the State for its bonds, issued in aid of said railroads, by surrender of State bonds, it discharge of such indebtedness, as permitted by said act, and that such bonds hereby secured, which shall be so, from time to time, issued, before the entire discharge of the company's said debt to the State, are to be a lien, *pro rata*, in amount, and of equal validity and effect, with the unretired part of the said State indebtedness upon the said railroads, property, franchises, and other things hereby mortgaged, as by said act is provided.

Provided always, and these presents are made and executed upon the express condition, and if the said party of the first part shall well and truly pay, or cause to be paid, to the holders of said bonds or obligations intended to be secured hereby, and each and every of them, after the same shall be issued, the principal sums of money therein respectively mentioned, at the maturity thereof, according to their true intent and meaning, and shall also pay the interest thereon accruing, at the times, and in the way and manner therein, and in the coupons, provided, according to the true intent and meaning of these presents, that then, and from thenceforth, this indenture, and the estate hereby granted, shall cease, determine, and be utterly void and of none effect, without any other release or formal reconveyance, re-entry, acknowledgment of satisfaction, or any other act whatsoever.

And the said party of the first part, in consideration of the premises, hereby covenants and agrees to and with the said Philo C. Calhoun, Richard T. Wilson, and Adrian Iselin, their successor and successors, in said trust and assigns, that the said party of the first part will, at any time or times hereafter, upon the reasonable request of the said party of the second part, their successors or assigns, execute and deliver, or cause to be executed and delivered, all and every such further and other reasonable deeds, conveyances, assignments, and assurances in the law for the better and more effectual vesting and confirming the premises, property, rights, and interests hereby granted, or intended so to be, and especially for conveying any property subsequently to the date hereof acquired by the said party

of the first part, and comprehended in the description contained in this indenture, if any such there be, to the said parties of the second part, as trustees, for the uses and purposes of this indenture, and to their successors and assigns, as by them, or their counsel learned in the law, shall be reasonably devised, advised, or required; and further, that the said first party will do and perform all the things on the part of the said first party to be done and performed, as hereinbefore set forth, and faithfully apply all the money and other things arising from the issue of said bonds to the purposes hereinbefore recited or mentioned as the objects thereof; and further, that the said first party will pay unto the holder or holders of the said bonds, respectively, the said principal sums of money therein respectively mentioned, and as expressed therein, and the interest thereon, as the same shall become due and payable, and the moneys to the trustees of the sinking fund, as hereinafter provided; and it is hereby further covenanted, granted, declared, and agreed that in case of default in payment of either principal, interest money, or sinking fund secured hereby, and the continuance of such default for six months after such default shall first have been made or suffered, the said first party shall, and will, on demand made, after the expiration of such six months, by the parties of the second part, their successors or assigns, trustee or trustees, for the time being, or their agent or agents, duly authorized in writing, assign and transfer, in due form, to them or to their agents, so authorized, the actual possession of all the herein granted and conveyed property and premises, and herein recited and mentioned, or intended to be embraced in this trust; and further, that the expense of taking, holding, and managing said property and premises, if possession be taken, shall be paid from the income, and, if necessary, from the sale, hereinafter provided for, of the property and premises, by the said trustee or trustees, as the case may be, for the time being; and further, that, in such case, the parties of the second part, their successors in said trust and assigns, shall, and may, by themselves, or their officers and agents, take and receive, collect and have the income and profits of the said railways and other property, first applying the same to the payment and discharge of all current necessary operating expenses and repairs, including the expenses hereinbefore mentioned, and all taxes and other similar charges; and, next, to the equal *pro rata* payment of all sums of money due and payable upon the aforesaid bonds, issued by said first party and hereby secured according to the tenor thereof; and, further, that the said parties of the second part, their successors in said trust or assigns, having entered,

as hereinbefore mentioned, into the full possession of the premises, and estate hereby conveyed, or without having entered into such possession (the said default still continuing), at his or their discretion, and with the approbation of such court or courts of record, either State or Federal, as may have jurisdiction over like trusts in the State of Tennessee may, or on the written request of the holders of at least one-third of the bonds hereby secured, and the outstanding unpaid, shall proceed to sell and dispose of, or cause to be sold or disposed of, all of the premises, property, rights, interests, franchises, and estate, hereby conveyed or intended so to be, or so much thereof as shall be necessary to pay and discharge the principal and interest according to the tenor thereof, of all of such of said bonds hereby secured and then outstanding as may have been issued by said first party, together with all benefit and equity of redemption of said party of the first part therein, by public auction, either in the city of Nashville, Tennessee, or in the city of New York, to the highest bidder, having previously given public notice of the time, place, and terms of said sale, and of the property to be sold, by publishing the same in at least two newspapers of good general circulation in each of said cities, and wherever else the trustees may deem expedient, or as may be required by law, for a period of at least ninety days previous to such sale; and as the attorney or attorneys of the said first party, for that purpose by these presents duly constituted and appointed, make, execute, and deliver to the purchaser or purchasers thereof, a good and sufficient deed or deeds of conveyance in law for the same, granting and assuring to said purchasers all such estate right, property franchises, and interest, and to the same extent as the said first party had therein at the date hereof, or at any time subsequent, and also a good and sufficient transfer and assignment of said personal property, choses in action, contracts, and leases. And, out of the moneys arising from such sale or sales, it shall be lawful for, and the duty of, such trustees, after first retaining the cost and charges of advertisement, and of the said sale of the premises, and all other unreimbursed sums of money which said trustees or their successors in said trust may have been obliged to pay, by reason of their taking possession of, and operating, said premises, and a reasonable allowance for their own services, and for legal professional advice, aid, and assistance in effecting and consummating said possession, operation, and sale; then to pay, in so far as such proceeds shall suffice therefor, and in equal *pro rata* proportion in case of deficiency, the principal and interest, whether then due or yet to become due, which shall then remain unpaid on said bonds remaining issued and

outstanding, and hereby secured, as aforesaid, for the benefit of, and to be paid to, the holders thereof, and then restore the residue of the said proceeds, if any there be, to the said party of the first part; it being hereby expressly understood, that the bonds issued by said first party, and secured by these presents, shall be ratably receivable, if desired by the holders thereof, in payment of said sale by said trustees or their successors to the extent of the amount of the net proceeds of such sale properly applicable to the payment of such bonds respectively: and the said sale, when fully consummated, shall be a perpetual bar, both in law and equity, against the said party of the first part, and all persons claiming, or to claim, the premises, or any part thereof, by, through, or under said party of the first part subsequent to the date of these presents; and in no case shall any claim or advantage be taken of any valuation, appraisement, or extension laws by the party of the first part, nor shall there be obtained, or applied for, any injunction or stay of lawful proceedings hereon, nor shall any process be applied for or obtained by the said party of the first part to prevent or obstruct such lawful entry or sale as aforesaid, but the same are hereby expressly waived by the said party of the first part.

The party of the first part further agrees, that on the first day of April, after the expiration of two years from the date hereof, and on the first day of April in each year then after, an amount of money derived from the net earnings of said road equal to one per cent. on the amount of bonds issued and outstanding under provisions hereof, shall be set apart as a sinking fund for the redemption of the bonds secured by these presents, and it shall be the duty of the party of the first part to, and it hereby agrees that it will invest the said sinking fund, and the interest accruing thereon, in the purchase of bonds herein secured at a rate not exceeding ten per cent. above par and accrued interest, and the bonds so purchased shall be immediately registered, stamped or endorsed as irrevocably belonging to said sinking fund and not further transferable, and said bonds and coupons, when stamped, registered, and assigned to said sinking fund, shall remain in force only for the purposes thereof, and shall by said stamping, transfering or registering, become void and canceled thereafter for all other purposes. In case the bonds herein secured cannot be purchased within the above specified limit of price within three months after the setting apart of such money for account of the sinking fund, then shall such other good securities, as the parties hereto may agree upon, be purchased and assigned to such sinking fund, and all such securities shall be held deposited with such

depository, and in such manner as the parties hereto shall from time to time agree upon, and the interest accruing on the sinking fund shall be collected by the party of the first part, and invested as hereinbefore provided. And all securities assigned to, or purchased for account of such sinking fund, shall be and hereby are irrevocably pledged for the security and ultimate redemption of the principal and interest by the bonds hereby secured and reinvested from time to time.

And this indenture further witnesseth, that these presents and the said bonds hereby secured, or intended so to be, are made, executed, and issued and delivered upon the terms, conditions and agreements following, that is to say :

First. That the actual possession, use, and management of all the hereinbefore granted estate, property, and premises shall be and remain in and with the said party of the first part so long as the bonds so issued shall be and remain without forfeiture or default in respect of interest or otherwise.

Second. That in case of any vacancy in the said trusteeship hereunder, by the incapacity to act, death or resignation of either of the said trustees, or from any other cause, all his estate, right, interest, power and control shall be thereupon divested and cease and determine, but without any discontinuance of the trust, and the said party of the first part shall, or upon its default or omission to take proceedings therefor for thirty days after notice of such vacancy or incapacity, the holders of not less than thirty-three and one-third per centum in amount of the said bonds hereby secured then outstanding may apply to any of the courts having jurisdiction in the premises in the State of Tennessee to appoint a new trustee or trustees to supply the vacancy, and such proceedings may be had and appointments made as often as the like occasion may require the appointment of a trustee to execute the trust herein declared ; and when so appointed, such new trustee shall thereupon become vested, for the purposes of the said trust, with all the estate, rights, interests, power, property and control hereby conveyed or granted to or vested in the original trustee, whose successor he shall be, without any further assurance, grant or conveyance of the same, as fully and effectually as if such appointment had been originally made therein. But if the same shall be required, both the said party of the first part and such new trustee, or either of them, and the retired trustee, or his representative, shall make, execute, and deliver all necessary conveyance and agreements and grants and powers and authorities for that purpose.

And it is further understood and agreed by and between the parties to these presents, that the said parties of the second part, their successor or successors in said trust, shall only be accountable for reasonable diligence in the management thereof, and shall not be responsible for the acts or negligences of any agent or agents necessarily employed by them, when such agent or agents are selected with proper discretion, or with the approbation of the said party of the first part. But the said trustees are hereby released from executing the bond required of trustees under section 1974, of the Code of Tennessee. And the officers of the said railroad company shall have at all times the right to inspect the books kept by the receivers of the road and their agents.

And this indenture further witnesseth, that the said parties of the second part hereby accept the aforesaid trusts, and also covenant and agree to and with the said party of the first part to execute the same upon the terms and conditions hereinbefore as well as hereafter mentioned and previded, and which said terms and conditions are hereby mutually agreed to and upon by both of the parties to these presents, and it is hereby provided and agreed that the said trustees and their successors may employ and advise with legal counsel, and that the expenses thereof, as well as other personal expenses of the said trustees for the time being in the discharge of said trust, and all other reasonable and proper charges and expenses including their compensation, shall be paid by the party of the first part as they are incurred, or otherwise, out of the trust estate or income on which or to which they are chargeable; and likewise, that the said trustees or their successors shall not be required to act in the execution of said trust except at their own option, unless the party requesting them so to do shall furnish them reasonable indemnity against the loss, costs, trouble and expense they may incur or be at in so doing; and that when called upon to act, they shall be, and are hereby authorized and invested with full power, at their option, under advice of legal counsel, to submit all questions of law or fact arising in the execution thereof to arbitrators; that they, in the execution of said trust, may employ agents and attorneys in fact to act in their behalf, whenever required to act as aforesaid, except when they may be or are required by law to act personally; and also, that all covenants and agreements hereinbefore contained or implied may be executed specifically by and through any of the said courts of competent jurisdiction as practiced by them in like cases of trust.

It is fully understood that any two of the three trustees aforesaid, or their successors, shall be sufficient for carrying into effect the purposes of this trust.

In testimony whereof, the said party of the first part, in pursuance of authority given by law, and in conformity with the order of the board of directors, has caused this indenture to be signed by Jas. W. Sloss, its president, and Geo. W, Seay, its secretary, and the corporate seal of the company affixed thereto; and the parties of the second part have hereunto subscribed their names and affixed their seals, the day and year first in this indenture mentioned.

[SEAL.]

NASHVILLE AND DECATUR RAILROAD COMPANY,
By JAS. W. SLOSS, *President*,
G. W. SEAY, *Secretary*.

Signed, sealed, and delivered in the presence of us
(The bonds secured by the foregoing mortgage are stamped and to be stamped when issued, to the amount required by the internal revenue laws of the United States.)

WILLIAM H. CLARKSON,
CHARLES NETTLETON,
as to P. C. C., R. T. W. and A. I.,
CHARLES NETTLETON.

P. C. CALHOUN, (L. S.)
R. T. WILSON, (L. S.)
ADRIAN ISELIN, (L. S.)

State, City and County of New York, ss.

Be it remembered that on this 14th day of July, A. D. 1870, before, Charles Nettleton, a commissioner of the State of Tennessee, resident in the said city of New York, duly commissioned and qualified by the executive authority and under the laws of the said State of Tennessee, to take the acknowledgement and proof of deeds, etc., to be used or recorded therein, personally appeared Philo. C. Calhoun, Richard T. Wilson, and Adrian Iselin, the trustees in the foregoing instrument, with each of whom I am personally

acquainted, who severally acknowledged that they executed the said instrument, for the purposes therein mentioned, as trustees therein described.

(SEAL.) In witness whereof, I have hereunto set my hand and affixed my official seal, this 14th day of July, A. D. 1870.

CHARLES NETTLETON,
Commissioner for Tennessee in New York,
117 Broadway, New York City.

STATE OF NEW YORK, }
City and County of New York, } *ss.*

I, Charles Nettleton, a commissioner of the State of Alaboma, in New York, duly authorized to take acknowledgement of deeds, etc., and other instruments to be used in said State of Alabama, do hereby certify that Philo. C. Calhoun, Richard T. Wilson, and Adrian Iselin, whose names are signed to the foregoing instrument, and who are known to mn, acknowledged before me, on this day, that, being informed of the contents of said instrument, they executed the same voluntarily, on the day the same bears date, as trustees therein described.

(SEAL.) In witness whereof, I have hereunto set my hand and affixed my official seal, this 14th day of July, A. D. 1870.

CHARLES NETTLETON,
Commissioner for Alabama, in New York,
117 Broadway, New York City.

STATE OF TENNESSEE, }
Davidson County, } *ss.*

Be it remembered, that on this 10th day of December, 1870, before the subscriber, a commissioner in and for the State of Tennessee, duly commissioned and authorized by the governor of the State of Alabama to take the acknowledgment and proof of deeds and other instruments of writing to be used or recorded in the said State of Alabama, etc., personally appeared Jas. W. Sloss, to me personally known, and known to me to be the president of the Nashville and Decatur Railroad Company, the grantor described in, and who executed the foregoing instrument; and Geo. W. Seay, to me personally known, and known to me to be the secretary of the said company, and being by me duly sworn, did personally depose and say, each for himself, that they are such president and secretary respectively of the said the Nashville and Decatur Railroad Company; that the seal affixed to the foregoing instrument is the corporate seal

of the said company, and was thereto affixed by the authority of the said corporation, and that they respectively subscribed their names as president and secretary by the like authority, for the purposes and consideration therein set forth and mentioned.

In testimony whereof, I have hereunto affixed my official seal and signature, at my office, in the city of Nashville, this 10th Dec., 1870.

[SEAL.]

P. P. PECK,
Commissioner for Alabama, in Tennessee.

STATE OF TENNESSEE, }
Davidson County, } *ss.*

On the 21st day of July, 1870, before me, W. G. Ewin, clerk of the said county court, personally appeared J. W. Sloss, to me personally known, and known to me to be the president of the Nashville and Decatur Railroad Company, the grantor described in, and who executed, the foregoing instrument, and George W. Seay, to me personally known, and known to be the secretary of the said company, and being by me duly sworn, did personally depose and say, that they were such president and secretary, respectively, of the said The Nashville and Decatur Railroad Company; that the seal affixed to the foregoing instrument is the corporate seal of the said company, and was thereunto affixed by the authority of the said corporation, and that they, respectively, subscribed their names thereto, as such president and secretary, by the like authority.

W. G. EWIN.
Clerk.

[SEAL.]

By C. H. EASTMAN,
D. C.

STATE OF TENNESSEE, }
Williamson County. }

I certify that this instrument was noted 6 H. P., July 21, 1870, on page 176 of Note Book No. 2, and registered on 80, 81, 82, 83, 84, 85, 86 and 87 of Record Book, No. —, Trust Deeds, etc.

Witness my hand at office, this 27th day of August, 1870.

W. D. BRADLEY,
R. W. C.

STATE OF TENNESEEE,
Davidson County.

REGISTER'S OFFICE,
December 10, 1870.

The attached mortgage and certificates were received December 10, 1870, at 1.40 P.M., entered on page 220 of Note Book No. 5, and recorded in Book 41, pages 434, 435, 436, 437, 438, 439, 440, 441, 442, of my office.

B. F. BINKLEY,
County Register.

STATE OF TENNESSEE,
Maury County.

I hereby certify that the foregoing instrument and annexed certificates are duly and correctly recorded in my office, in Book R, volume 2d, pages 511–522 inclusive.

Filed July 27, 1870, A. M.

Witness my hand at office, this 19th day of July, 1870.

W. B. WOOD,
County Register.

STATE OF TENNESSEE,
Giles County.

I hereby certify that the foregoing instrument and annexed certificates are duly and correctly recorded in this office, in Book A, pages 202 to 212 inclusive. Received for registration 3½ o'clock P. M., August 2, 1870, in Trust Deed Book A and C.

D. G. ANDERSON,
Register.

STATE OF ALABAMA,
Limestone County.

I, Joshua P. Coman, judge of the Probate Court for said county, hereby certify that the foregoing conveyance was filed in my office for record, July 29, 1870, and was duly recorded, August 6, 1870, in Deed Book B, pages from 658 to 669 inclusive.

JOSHUA P. COMAN,
Judge of Probate.

[*Form of Bond.*]

No.—. UNITED STATES OF AMERICA. $1,000.

STATES OF TENNESSEE AND ALABAMA.

The Nashville and Decatur Railroad Company.

Seven per cent. First Mortgage Sinking Fund Bond.

THE NASHVILLE AND DECATUR RAILROAD COMPANY promise to pay to the holder of this bond, on the first day of July, one thousand nine hundred, for value received, the sum of one thousand dollars, in lawful money of the United States, in the city of New York, with interest in the meantime at the rate of seven per cent. per annum, payable semi-annually on the first day of January and July of each year, on delivery of the annexed interest warrant.

U. S. Int. Rev. Stamp. $1.05.

This bond, with others of like tenor and date, amounting in the aggregate to a sum not exceeding two million one hundred thousand dollars, is secured by a first mortgage on the railroad and franchises of said company made to Philo C. Calhoun, Richard T. Wilson, and Adrian Iselin, and is entitled to the benefit of a sinking fund, as set forth in the deed of trust.

This bond shall pass by delivery or by transfer on the books of the company. After a registration of ownership, certified hereon by the transfer agent of the company, no transfer except on the books of the company shall be valid unless the last transfer be to bearer.

One Thousand Dollars.

Secured by First Mortgage.

IN WITNESS WHEREOF, The said Nashville and Decatur Railroad company has caused this bond to be signed by its president and secretary, and its corporate seal to be hereunto affixed, at the city of Nashville, Tennessee, on the first day of July, Anno Domini one thousand eight hundred and seventy.

J. W. SLOSS, President.

[SEAL.] G. W. SEAY, Secretary.

I certify that the Nashville and Decatur Railroad Company has paid off the debt to the State of Tennessee, which was created by the loans of the bonds of said State, and for interest thereon, and that this bond is secured by a first mortgage, and is issued under authority of law, and takes the place of the lien which was held by the State.

ED. R. PENNEBAKER,
Comptroller of the State of Tennessee.
By P. C. CALHOUN,
Prest. Agent.

[Form of Coupon.]

THE NASHVILLE AND DECATUR
$35 Railroad Company $35
will pay the bearer in the city of New York Thirty-five dollars in lawful money of the United States, on the first day of ——, 18—, for semi-annual interest on bond No. ——.

G. W. SEAY, Secretary.

[TRUSTEES CERTIFICATE.]

We certify that this bond is one of a series not exceeding two million one hundred thousand dollars, described in and secured by the deed of trust or mortgage mentioned herein, bearing date first day of July, Anno Domini one thousand eight hundred and seventy, which is duly recorded.

P. C. CALHOUN,
R. T. WILSON,
ADRIAN ISELIN, } Trustees.

Exhibit No. 3.

FOURTH NATIONAL BANK, CITY OF NEW YORK, AGENCY OF THE COMPTROLLER OF THE STATE OF TENNESSEE.
NEW YORK, *January* 2, 1871.

STATEMENT.

Debt of the Nashville and Decatur Railroad Company, as per statement, due State, January 1, 1871.....	$2,702,997.10

CREDIT.

I hereby acknowledge to have received from the Nashville and Decatur Railroad Company, the following number of Bonds and Coupons of the State of Tennessee, in liquidation of said debt due to the State, January 1, 1871, viz:

Twenty-three hundred and ninety-two 6 per cent. State Bonds, of $1,000 each,	$2,392,000.00
Two 5 per cent. Staie Bonds, $1,000 each,	2,000.00
One 5 per cent. State Bond.....	1,750.00
Interest due on 5 per cent. State Bonds..	1,125.00
Ten thousand two hundred and four, past due State Coupons of $30 each.....	306,120.09
Currency.....	2.10
	$2,702,997.10

(Signed,)

P. C. CALHOUN, *President.*
Agent of the Comptroller of the State of Tennessee.

Exhibit No. 4.

CONTRACT BETWEEN THE LOUISVILLE AND NASHVILLE, AND NASHVILLE AND DECATUR R R. CO'S.

The Nashville and Decatur Railroad Company of the one part, lessors, and the Louisville and Nashville Railroad Company of the other part, lessees, have made the following contract of lease, to wit:

The Nashville and Decatur Railroad Company does hereby lease to the Louisville and Nashville Railroad Company its line of road from the city of Nashville, in the State of Tennessee, to Decatur, in the State of Alabama, for the term of thirty years from the day they take charge of it, with all its franchises and privileges, right of way, road-bed, together with contract with Memphis and Charleston Railroad for right of way over the road and bridge of said company at Decatur, section and depot grounds and buildings, water-tanks, rolling-stock, machine shops, etc., but excluding and excepting from the lease the Mount Pleasant Branch, the moneyed assets, choses in action, material on hand, stock in other corporations, the claim against the United States Government for damages to the Mount Pleasant Branch, as well as the real estate of the company not necessary for use in the running of the road. But these assets reserved from the lease, except the Mt. Pleasant Branch and the claim against the Government for damages thereto, will be applied as hereinafter provided, to the payment of the debts of the lessors. And said lease is made upon the following terms and conditions, viz:

First. The track, road-bed, railing, bridges, buildings, and all other fixtures to be inspected at the commencement of the lease, and fully described, and at the termination of the lease a like inspection to be had, and the lessees shall return the road in the same condition as at the commencement of the lease, or pay the difference if of less value; and all the rolling-stock and movable property to be valued in gold at the beginning of the lease, and serviceable rolling-stock and property of the like value in gold to be returned at the expiration of the lease, or the amount paid in gold.

The property, moneyed assets and choses in action of the lessors on hand when the lessees take charge of the road, other than the Mt. Pleasant Branch and the claims against the UnitedStates Government for damages to said branch, shall be used and applied to the extinguishment of the debts of the lessors. If the Mt. Pleasant Branch shall be rebuilt of the same gauge as the Nashville and Decatur road, the

lessees bind themselves to take charge of it, and run and keep it up to the expiration of the lease, free of charge to the lessors, the earnings of said branch belonging to the lessees.

Second. In consideration of said lease, the Louisville and Nashville Railroad Company agree and obligate themselves to take charge of said road and its property, on the first day of July, 1872, or sooner (if both parties desire it), and keep the same in good repair and condition, and run said road to the full end and term of this lease. They assume, obligate, and bind themselves to pay all the debts and liabilities of said lessors, in which is included their bonded debt secured by mortgage or otherwise, and their floating debt, both not exceeding in the aggregate two million four hundred and fifty thousand ($2,450,000) dollars, and said lessees assume and obligate themselves to pay the interest on said debt as it accrues, and provide the sinking fund for the payment of the bonds under existing contracts, and pay the bonds at maturity. And the lessees also agree to execute all the contracts and agreements of the lessors, such as contracts with express companies, telegraph lines, etc., and they shall make all the repairs and improvements necessary to the preservation and running of said road at their own expense, but no improvement in the way of permanent buildings, etc., shall be made without consulting the lessors, and if the lessors and lessees can not agree whether the improvement shall be made, an umpire shall determine the question, which umpire shall be selected by the parties.

The lessees agree and obligate themselves to pay to the stockholders of the Nashville and Decatur Railroad Company six (6) per cent. annual dividends, payable semi-annually, commencing with the completion of the South and North Alabama Railroad (that is, from the time the track is laid on the whole line), on the present stock of said company amounting to one million five hundred and twelve thousand one hundred and eighty-four dollars and eleven cents ($1,512,184.11), for the first two years, unless the South and North Alabama Railroad Company fails to pay out of its net earnings the interest on its bonded debt, in which event the said dividend shall be applied towards the payment of one-half of said deficiency in the payment of the interest, and, should the half of said deficiency be less than the said dividends, for each of the two years, then the surplus of the dividends, over and above the half of the deficiency, shall be distributed *pro rata* among the stockholders, and, after the expiration of the two years, the Louisville and Nashville Railroad Company agree to obligate themselves to pay six per cent. per annum, payable semi-annually, as dividends to

said stockholders, whether said deficiency or any part of it exists or not. But it is further agreed that, should the result of any pending or future litigation require the lessors to issue stock in excess of the amount just mentioned, the lessees agree to declare and pay to such stock, when issued, the same dividends, and in the same manner as is herein contracted to be paid to the other stockholders; provided, nevertheless, that the lessors shall in good faith defend such litigation; provided further, that the lessors shall give due and timely notice of such litigation to the lessees; and, provided further, that the dividends on such additional stock shall not exceed fifteen thousand ($15,000) dollars per annum; and provided further, that the additional stock to be issued on the result of such litigation shall not exceed two hundred and fifty thousand ($250,000) dollars; and it is further agreed that all dividends shall be paid to the lessors, and to be by them paid to the stockholders.

Third.—For all payments of the debts and liabilities of the lessors by the lessees, other than interest accruing after the time when the lessees take charge of the road, the lessees shall have stock issued to them at the date of the payment. But no stock shall be issued to them for any payments of interest accruing after the date at which they take charge of the road, nor for any amounts paid with the assets of the lessors, reserved from the lease.

Fourth.—The lessees shall have power and are authorized to issue the second mortgage bonds of the Nashville and Decatur road, not to exceed four hundred thousand ($400,000) dollars, but so as not to make the two million one hundred thousand ($2,100,000) dollars of bonds issued to retire the State debt a secondary liability, but the lessees, in that event, shall pay the principal and interest of said bonds without any charge against the lessors, and said lessees shall have no power or authority to sublet said road without the actual consent of the lessors.

Fifth.—The lessors reserve the right to compromise and settle all suits and disputed claims against their company, or against the original companies composing its present consolidated company, subject to the ratification of the lessees as to time and manner of payment.

Sixth.—The organization of the company of the Nashville and Decatur Railroad is to be kept up, consisting of the President, Secretary, and Board of Directors, as heretofore, at the expense of the lessees, and the President and Secretary shall perform appropriate duties for the lessees on that road not inconsistent with their duties to the lessors. And it is further understood and agreed, that the capital stock of the company of the lessors shall not be increased

except as herein provided; and if, after all the existing debts shall have been paid and converted into stock, as aforesaid, the net earnings of the Nashville and Decatur Railroad shall exceed six per cent. dividend on the capital stock then existing, the said net earnings shall be divided among the stockholders alike.

Seventh.—It is further agreed that the lessees shall encourage the local business of said Nashville and Decatur road, and so adjust its local tariff and the working and business of the road as to develop in the most thorough manner the local business; and said lessees shall not charge greater rates on local freight than are now being charged on the Louisville and Nashville Railroad for similar distances, and to make their rates on through freights to and from Nashville, to all points south, conform to the rates of other transportation lines for same class of freight. But the rate of freight from Nashville south to Montgomery and intermediate points shall always be less than from Louisville to same points. That their shall be no preference given in the prompt movement of freight from any station in favor of any other station under control of the Louisville and Nashville Railroad Company, nor of through freights over local freights, and that the rates on through freights from local stations to points beyond Decatur and Nashville shall be adjusted on the same principle as the rates from local stations on the Louisville and Nashville road to points beyond Nashville and Louisville are adjusted, and in accordance with the same principle usually adopted on Tennessee roads. And no connection between the Louisville and Nashville and the Nashville and Decatur Railroads shall be made beyond the corporate limits of the city of Nashville, provided no legal obstacle intervenes to prevent the connection within the corporate limits.

Eighth.—The lessees have the privilege of constructing or aiding in the construction of any branch roads or turnpikes as feeders to the Nashville and Decatur road, and to construct or aid in the construction of bridges, and if any such roads or bridges are constructed the lessors agree to receive the same at the expiration of the lease, together with other permanent improvements, at valuation at that time.

Ninth.—Should the parties disagree in their construction of any of the stipulations herein contained, they may settle it by each party selecting a competent and disinterested man, and the two thus selected may name an umpire if they can not agree.

Tenth.—It is further contracted that, should the lessees fail or refuse in good faith to pay the interest or the sinking fund on the debts of the lessors as they mature, or to

pay the debts as they mature, or to operate the road in good faith, and such failure and refusal continuing for sixty (60) days, the lessors may have the lease declared forfeited by any court of competent jurisdiction; or have such damages assessed as they may have sustained, or both, as they may elect, and for the failure to comply with any other stipulation herein contained, the lessors may sue and recover for themselves, or for the use of the parties injured, such damages as may result from such failure, or may resort their remedies for a specific performance in case of any breach of contract.

In witness whereof, the Nashville and Decatur Railroad Company and the Louisville and Nashville Railroad Company have caused this lease to be signed by their respective Presidents and Secretaries, and caused their corporate seals to be attached thereto, this 4th day of May, 1871.

LOUISVILLE & NASHVILLE RAILROAD COMPANY,
By H. D. NEWCOMB, *President.*
NASHVILLE & DECATUR RAILROAD COMPANY,
By J. W. SLOSS, *President.*

Attest:

W. RANNEY, *Secretary.*
G. W. SEAY, *Secretary.*

Exhibit No. 5.

NUMBER XXXVIII. — JOINT RESOLUTION APPOINTING COMMISSIONERS TO SETTLE WITH THE LOUISVILLE AND NASHVILLE RAILROAD.

Resolved by the General Assembly of the State of Tennessee, That the comptroller, secretary of the State, attorney-general of the State, and commissioner of public roads of the State of Tennessee, be, and are hereby constituted commissioners on behalf of the State of Tennessee, to meet and make a settlement with the Louisville and Nashville Railroad Company, and make a report thereof to this session of the General Assembly, if practicable; if not, to the next session of the same,

Be it further Resolved, That if such settlement cannot be made by said commissioners, with said Louisvile and Nashville Railroad, as shall be satisfactory to them, the fact shall be made known to the governor of the State, and he may direct the attorney-general of the State to institute such proceedings against said company as may be necessary to protect the interests of the State.

WILLIAM HEISKELL,
Speaker of the House of Representatives.

SAMUEL R. ROGERS,
Speaker of the Senate.

Dated *May* 5, 1864.

Exhibit No. 6.

SETTLEMENT WITH THE LOUISVILLE AND NASHVILLE RAILROAD COMPANY.

NASHVILLE, TENNESSEE, *November* 18, 1865.

To the General Assembly of the State of Tennessee:

In obedience to a resolution of your honorable body, entitled "a resolution to appoint commissioners to settle with the Louisville and Nashville Railroad Company," adopted May 5, 1865, the undersigned, as commissioners on behalf of the State, have met the Hon. James Guthrie, president, and Mr. Willis Ranney, secretary of said company, at the State Capitol, for the purpose contemplated in the resolution.

The memorial upon which said resolution is founded, and which, it is said, sets forth the various matters of settlement, has not been furnished to the commissioners, but has been mislaid in one house or the other of the legislature. But from a statement of its contents by Mr. Guthrie, your commissioners are of opinion that the only matter legitimately referred to them, is the indebtedness of said company to the State on account of the aid furnished the company in the shape of bonds loaned to them, and the interest thereon.

It appears from the books of the secretary of State, that said company have, at different times, received the sum of five hundred and sixty thousand five hundred dollars ($560,500) of the bonds of the State, in aid of the construction of their road, and the bridge across the Cumberland, at Nashville. It appears from the books of the comptroller, that the interest on these bonds has been paid up to July 1, 1861. The interest accruing since that time amounts to one hundred and forty-seven thousand one hundred and thirty-one dollars and twenty-five cents ($147,131.25), making the entire indebtedness of said railroad company to the State, seven hundred and seven thousand six hundred and thirty-one dollars and twenty-five cents ($707,631.25). The principal, Messrs. Guthrie and Ranney, on behalf of the said company, proposed to pay over in straight six per cent. coupon bonds of the State, and the interest in coupons of the State now due.

Believing it to be manifestly for the interest of the State to call in this large installment of its indebtedness, and believing, moreover, that the company had a right, under the law regulating the sinking fund, to pay off its entire indebtedness in the bonds of the State, your commissioners accepted the proposal, and executed to the commissioners, on behalf of the company, the following receipt, a duplicate of which is retained in the office of the comptroller:

NASHVILLE, TENNESSEE, *November* 17, 1865.

We, the undersigned, commissioners appointed by the General Assembly of the State of Tennessee, by joint resolution adopted May 5, 1865, "to meet and make settlement, on behalf of the State, with the Louisville and Nashville Railroad Company," have this day met and settled with the Hon. James Guthrie, president, and Willis Ranney, secretary of said company, and have received from them five hundred and fifty-one coupon bonds of the State, for one thousand dollars each ($551,000), nine thousand five hundred dollars ($9,500) in coupons of the bonds of the State now due; also, one hundred and forty-seven thousand one hundred and thirty-one dollars and twenty-five cents ($147,131,-25) in coupons of the bonds of the State, in payment of interest due from said company, accruing since July 1, 1861; making in all, seven hundred and seven thousand six hundred and thirty-one dollars and twenty-five cents, being the total indebtedness of said company to the State of Tennessee, on account of the bonds of the State, received in aid of the construction of said road, and the bridge across the Cumberland River.

Given under our hands, this 17th of November, 1865.

A. J. FLETCHER, *Sec'y of State.*
S. W. HATCHELL, *Comptroller.*
T. H. CALDWELL, *Att'y-General,*
A. W. HAWKINS, *Com. of Roads.*

The bonds and coupons mentioned in said receipt are deposited with the comptroller of the State, and a list of the numbers and amount of the coupons is filed in the office of the secretary of State.

From the statement of Mr. Guthrie, your commissioners are of opinion that the other matters contained in the memorial, grow out of the consolidation of said road with the Edgefield and Kentucky road, by the acts of December 1, 1855, and December 3, 1859, and should be settled by the two companies, unless the latter road should fall permanently into the hands of the State. At any rate, the adjustment of these matters has been waived for the present by consent.

The last installment of interest, amounting to sixteen thousand eight hundred and fifteen dollars ($16,815), was paid by said company into the Bank of Tennessee, on the 9th day of May, 1861, as appears from their receipt. This was two days after the adoption of the Secession Ordinance; but as the law required the payment to be made to the bank, and as your commissioners can not see that the status of the bank was changed at that early day, they consider the

payment legal. The fact that the fund was lost by the bad faith of the bank, does not, in the opinion of your commissioners, furnish any just or legal grounds for recourse on the company.

Respectfully submitted.

A. J. FLETCHER, *Sec'y of State.*
S. W. HATCHELL, *Comptroller.*
T. H. CALDWELL, *Att'y-General.*
A. W. HAWKINS, *Com. of Roads.*

Exhibit No. 7.

STATEMENT SHOWING AMOUNT OF BONDS ISSUED BY THE STATE OF TENNESSEE IN AID OF DIFFERENT RAILROAD COMPANIES, AND WHAT DISPOSITION HAS BEEN MADE OF THE INDEBTEDNESS TO THE STATE IN CASE OF THE SEVERAL RAILROADS.

Sold by Commissioners.

EDGEFIELD AND KENTUCKY R. R.—			
Bonds issued (including $200,000 to E. H. N.)	$1,380,000 00		
Interest funded, January 1, 1866	231,812 00		
Interest unpaid, July 1, 1870	365,220 00		
U. S. claims assumed	130,804 58	$2,107,836 58	
Sold August 26, 1861, for			900,000 00
CIN'TI, CUMB. GAP AND CHARLESTON R. R.—			
Bonds issued	1,373,000 00		
Interest unpaid	242,068 12	1,615,068 12	
Sold October 16, 1871, for			300,000 00
KNOXVILLE AND KENTUCKY R. R.—			
Bonds issued	2,350,000 00		
Interest unpaid	394,380 00	2,744,380 00	
Sold October 10, 1871, for			350,000 00
MCMINNVILLE AND MANCHESTER R. R.—			
Bonds issued	772,000 00		
Interest unpaid	294,037 00	1,066,037 00	
Sold August 15, 1871, for			300,000 00
NASHVILLE AND NORTHWESTERN R. R.—			
Bonds issued	3,222,000 00		
Interest funded, January 1866	396,475 00	3,618,475 00	
Balance interest unpaid, July, 1870			817,725 00
Sold October, 1871, for	2,400,000 00		
ROGERSVILLE AND JEFFERSON R. R.—			
Bonds issued	385,000 00		
Interest funded, January, 1866	38,160 00	423,160 00	
Interest unpaid, July, 1870			96,158 00
Sold March, 1872, for	23,000 00		
WINCHESTER AND ALABAMA R. R.—			
Bonds issued	1,289,000 00		
Interest funded, January, 1866	143,259 00	1,432,259 00	
Interest unpaid, July, 1870			315,309 33
Sold September, 1871	300,000 00		

KNOXVILLE AND CHARLESTON R. R.—		
Bonds issued	710,000 00	
Interest unpaid	85,200 00	
Sold March 22. 1872, for		105,000 00
EAST TENN. AND WEST'N N. CAR. R. R.—		
Bonds issued	400,000 00	
Interest unpaid	36,000 00	
Sold November, 1871, for		20,000 00
MEMPHIS, CLARKSV'LE AND LOUISV. R. R.—		
Bonds issued	1,582,000 00	
Interest funded, January. 1866	312,600 00—	1,894,600 00
Interest unpaid		613,986 00
U. S. Claims assumed		380,756 00
Sold September 28, 1871, for	1,700,000 00	
TENNESSEE AND PACIFIC R. R.—		
Bonds issued	1,165,000 00	
Interest unpaid, July, 1870	71,080 00	
Sold August 8, 1872, for		300,000 00

P. S.—

Total bonds issued to railroads	$29,252,000 00
Of these bonds there have been canceled, about	15,800,000 00
Leaving of the original issuance outstanding, about	14,250,000 00

Roads which have Liquidated their Indebtedness.

EAST TENNESSEE AND VIRGINIA R. R.—			
Bonds issued	$2,202,000 00		
Interest funded, 1866.....	250,038 55		
	2,452,038 55		
Less sinking fund paid.....	3,000 00—	$2,449,038 55	
EAST TENNESSEE AND GEORGIA R. R.—			
Bonds issued.....	1,614,000 00		
Interest funded, January, 1866.....	180,277 50		
	1,794,277 50		
Less amount sinking fund paid.....	125,000 00	1,669,277 50	
Total indebtedness of the two above roads, paid August 1, 1870, by East Tennessee, Virginia and Georgia R. R. Co. (consolidated).....		$4,118,316 05	
CENTRAL SOUTHERN R. R.—			
Bonds issued.....	596,000 00		
Interest funded, January, 1866.....	128,160 00—	724,160 00	
TENNESSEE AND ALABAMA R. R.—			
Bonds issued	1,069,000 00		
Interest funded, January, 1866	225,016 00—	1,294,016 00	
NASHVILLE AND DECATUR R. R.—			
Bonds issued.....		350,000 00	
Total paid by the Nashville and Decatur R. R. Co., March, 1871.....		2,368,176 00	
MEMPHIS AND CHARLESTON R. R.—			
Bonds issued.....	1,700,000 00		
Interest funded, January, 1866.....	185,387 45—	1,885,387 45	
Less amount paid on sinking fund...		213,471 20	
Balance paid, July 25, 1877.....		1,671,916 25	
MEMPHIS AND OHIO R. R.—			
Bonds issued.....	2,001,000 00		
Interest funded, January, 1866.....	395,110 00		
Paid, May 25, 1871.....	2,396,110 00		
MISSISSIPPI AND TENNESSEE R. R.—			
Bonds issued.....	398,000 00		
Interest funded, January, 1866.....	22,800 00—	420,800 00	
Less amount paid on sinking fund...		121,000 00	
Balance paid, January 16, 1878....		299,800 00	

MOBILE AND OHIO R. R.—		
Bonds issued	1,296,000 00	
Interest funded, January, 1866	388,800 00	
Paid January 1, 1872	1,684,800 00	
MISSISSIPPI CENT. AND TENNESSEE R. R.—		
Bonds issued	1,124,000 00	
Interest funded, January, 1866	75,180 00	
Paid, December 1, 1877	1,199,180 00	
NASHVILLE AND CHATTANOOGA R. R.—		
Bonds issued	395,000 00	
By sinking fund paid	30,835 00	
Balance paid, January 1, 1874	364,165 00	

Recapitulation.

DEFAULTING RAILROADS SOLD BY THE STATE COMMISSIONERS.—		
Bonds issued	14,628,000 00	
Interest funded, January, 1866	1,122,306 00	
Interest unpaid, July, 1870	3,331,163 12	
U. S. Government claims assumed	511,560 00	19,593,029 12
Amount realized by sale of the above roads (sales bearing date July, 1870).		6,698,000 00
ROADS WHICH HAVE SETTLED THEIR INDEBTEDNESS.—		
Bonds issued	12,742,000 00	
Interest funded, January, 1866	1,850,768 00	
Sinking fund paid	493,306 00	
Unaccounted for	1,255,700 00	

STATE OF TENNESSEE,
COMPTROLLER'S OFFICE,

I, Jas. L. Gaines, Comptroller of the Treasury of the State of Tennessee, do hereby certify that the foregoing is a correct statement as shown by the records and books in this office.

Comptroller's Seal.

WITNESS my official seal and signature, at Nashville, this 8th day of April, 1878.

JAMES L. GAINES,
Comptroller.

Name of Railroads that retired their Debts to the State of Tennessee, and Amount of Same, viz.:

East Tennessee, Virginia & Georgia	$ 4,117,000 00
Nashville & Decatur	2,700,000 00
Memphis & Charleston (of which $213,471.00 was paid as sinking fund)	1,875,000 00
Memphis & Ohio	2,396,000 00
Mississippi & Tennessee (of which $120,000.00 was paid as sinking fund)	420,800 00
Mobile & Ohio	1,684,800 00
Mississippi Central	1,199,000 00
Nashville & Chattanooga (of which $20,800.00 was paid as sinking fund)	395,000 00
	$14,787,600 00

Name of Railroads sold out, and Amounts brought by each.

Edgefield & Kentucky	$ 900,000 00
Cincinnati, Cumberland Gap & Charleston	300,000 00
Knoxville & Kentucky	350,000 00
McMinnville & Manchester	300,000 00
Winchester & Alabama	300,000 00
Rogersville & Jefferson	23,000 00
Nashville & Northwestern	2,400,000 00
Knoxville & Charleston	105,000 00
East Tennessee and Western North Carolina	20,000 00
Memphis, Charleston & Louisville	1,700,000 00
Tennessee & Pacific	300,000 00
	$6,698,000 00
	*21,485,600 00
Amount of bonded debt of the State, estimated January 1, 1870, about	40,000,000 00
	$18,514,400 00

*To which is to be added $707,000.00, Louisville & Nashville R. R., which was paid before the date at which the above debt of the State was estimated; hence, it is not deducted, making a total of $21,485,600.00.

U. S. Circuit Court,

SIXTH JUDICIAL CIRCUIT,

DISTRICT OF TENNESSEE,

[*In Equity.*]

CALVIN AMORY STEVENS, on behalf of the holders of Internal Improvement Bonds of Tennessee issued to the Central Southern Railroad Company,

vs.

The NASHVILLE & DECATUR RAILROAD COMPANY, *et al.*

The answer of Calvin Amory Stevens, to the cross bill filed by Charles Diggelman and others, admitted as defendants by stipulation :

This complainant, respondent to the Cross-bill which he has consented that Charles Diggelman and others might file subject to conditions specified in a certain stipulation, for answer to said Cross-bill or so much and such parts thereof as he is advised it is material to answer unto, but without waiving any benefit or right of exception thereto, that can or may be had to the same on account of

the errors, uncertainties and imperfections therein contained.

Admits the existence of the several Statutes, public documents, and records, and private writings set out or referred to in the Cross-bill, but for greater certainty as to the contents thereof, prays leave to refer to the said documents upon the trial.

Respondent denies each and every allegation in the said Cross-bill with actual knowledge of which he is charged, and as to the other matters of fact alleged affirmatively in the said Cross-bill, except in the particulars above admitted, respondent has no knowledge or information, and therefore demands strict proof of the same.

And the complainant further says, that the telegraphic letter of December 11, 1877, addressed by him to the Governor of Tennessee, and laid before its Legislature, was written for his signature and by Richard T. Wilson, President of the Memphis and Charleston Railroad Company, and by him procured to be signed by this complainant, and by said Wilson sent to said Governor at a time when this complainant was wholly ignorant of the substitutions now claimed to have been effected, and by which it is alleged that the liens upon the railroads of the defendant company and other companies in the State of Tennessee have been satisfied, and that said telegraphic letter relates to bonds of the State of Tennessee, then held by this complainant, of which only a very small minority in amount were secured, or are now claimed to have been secured by any lien whatever.

Respondent is advised that he need not answer or controvert in this pleading the various conclusions of law and presumptions set forth in the Cross-bill, but that the same are best answered by the language of the Statutes of Tennessee.

Wherefore this respondent prays to be hence dismissed with his reasonable costs.

E. L. ANDREWS,
GEORGE HOADLY,
Solicitors and Counsel for Complainant,

UNITED STATES OF AMERICA,
Southern District of New York. } ss.:

On this 28th day of November, A. D. 1879, before me persoually appeared Calvin Amory Stevens, who being duly sworn, says that the matters and things stated in the foregoing answer are true; so far as the same are stated on information and belief he believes it to be true.

[L. S.] WILLIAM H. DE LANCEY,
Notary Public Westchester County,
Acting in New York County under, and by virtue of Chapter 807, of the Laws of 1873, of the State of New York.

Replication of Charles Diggleman and others.

U. S. Circuit Court,

SIXTH JUDICIAL CIRCUIT,

MIDDLE DISTRICT OF TENNESSEE,

[*In Equity.*]

CALVIN AMORY STEVENS, on behalf of the holders of Internal Improvement Bonds of Tennessee, issued to THE CENTRAL SOUTHERN RAILROAD COMPANY,

vs.

THE NASHVILLE AND DECATUR RAILROAD COMPANY and THE LOUISVILLE, NASHVILLE AND GREAT SOUTHERN RAILROAD COMPANY.

The repliants, saving and reserving to themselves all and all manner of advantage of exception to the manifold insufficiencies of the said answer, for replication thereunto, say that they will aver and prove their said cross-bill to be true, certain and

5 sufficient in law to be answered unto, and that the said answer of the said defendant is uncertain, un true and insufficient to be replied unto by these repliants without this, that any other matter or thing whatsoever in the said answer contained, material or effectual in the law to be replied unto, confessed and avoided, traversed or denied, is true, all which matters and things these repliants are and will be ready to aver and prove as this Honorable Court shall direct, and humbly pray as in and by
6 their said cross-bill they have already prayed.

MATTHEWS, RAMSEY & MATTHEWS,
Solicitors for Defendant.

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IN THE

UNITED STATES CIRCUIT COURT,

For the Middle District of Tennessee.

IN EQUITY.

Calvin Amory Stevens, Eugene Kelly, John T. Terry and Peter Geddes, on behalf of holders of Internal Improvement Bonds of the State of Tennessee issued to railroads,

vs.

The Louisville & Nashville Railroad Company,

and

Fifteen other suits on behalf of bondholders, against Fifteen other Railroad Companies.

SOME OF THESE SUITS ARE PENDING IN THE EASTERN, SOME IN THE MIDDLE, AND OTHERS IN THE WESTERN DISTRICT OF TENNESSEE.

OPINION BY S. L. WITHEY, DISTRICT JUDGE, WESTERN DISTRICT OF MICHIGAN.

SEPTEMBER 25th, 1880.

These are suits in equity pending in the Circuit Courts of the United States for the Districts of Tennessee, brought by complainants on behalf of holders of Internal Improvement Bonds of the State of Tennessee against various railroad companies to whom the bonds were issued, to aid in the construction of their several

lines of railroads, and against all other persons interested.

They were argued together in April and May last at Nashville.

The object of the suits is to have a lien in favor of the bondholders declared and established upon the railroads of the several defendant companies, and a Receiver appointed for the collection of the accrued and accruing interest, the interest having been in default since July 1st, 1875. The principal is not due.

The plaintiffs' contention is, briefly, that the Acts passed by the Legislature of the State of Tennessee in 1852, to grant aid to the railroad companies by a loan to them of the bonds of the State, imposed a lien upon the railroads, as security to the holder of the bonds and to the State—payment to the holder would operate as indemnity to the State. Inasmuch as the State and the companies are in default in the payment of the interest since July, 1875, the bondholders by these suits seek to have a lien in their favor established upon the roads.

Statement.

The General Assembly of the State of Tennessee passed, February 11, 1852, an Act known as the "Internal Improvement Act of the State of Tennessee," extending aid to railroad companies by a loan of State bonds, the proceeds to be used in ironing and equipping the roads. Prior to the time of passing the Act, there had been issued State bonds for various purposes, of which above three and a half million dollars were outstanding. The State of Tennessee was now in good credit, her six per cent. bonds brought a premium in the money markets of the world, as did also, subsequently, her bonds issued to the defendant railroad

companies under the Act in question, and Acts amendatory thereof, which bonds are the subject of controversy in these suits. The scheme of internal improvement now adopted was to issue to each Company six per cent. bonds to the amount of eight thousand dollars a mile in installments—afterwards extended to ten thousand dollars,—the first when a section of thirty miles of road was completed ready for the ties, and the subsequent installments upon completion of each additional section of twenty miles; afterwards changed to ten miles. The bonds are transferable by delivery, run not less than thirty nor more than forty years from the respective dates of issue. The interest matures semi-annually, and, with the principal, is payable in New York. They were paid to the railroad company and old in open market without endorsement or guarantee. The State was invested by the terms of the statute with a lien upon each section of the company's road as soon as the bonds for that section were issued, and upon final completion of the road such lien was to attach to the entire road and its equipments. The company was to be incapable of creating any lien conflicting with that in favor of the State.

The amount of the lien claimed by complainants in behalf of such bondholders upon all the railroads is about fifteen million dollars. The litigation, however, affects the holders of between thirty and thirty-five million dollars of other mortgage bonds secured upon these roads and issued under authority of the General Assembly conferred in 1869–70 to enable the aided companies to repay to the State the bonds loaned to them. The holders of the last-mentioned bonds claim to have a first lien upon the roads, and appear in these suits, with the defendant companies, to contest the lien

claimed by complainants and their associate bondholders.

The interest of the State debt was in default from July, 1861, to 1866, during the Civil War, when the price of her bonds had depreciated in value to less than fifty per cent. of their face. The storm of war left the railroads of the State without money, credit or rolling stock, and their roads and bridges going to decay. The first Legislature of Tennessee, after the storm had passed, assembled in 1865, when the State and the railroad companies were alike in a condition of bankruptcy. Provision was now made by the State to fund all her over-due bonds and interest coupons outstanding into new bonds. In 1866 and 1867 the State issued additional bonds to some of these railroad companies to aid them to build bridges and repair their roads, the State reserving a lien and imposing terms and conditions like those in the act of 1852, but somewhat modified.

In 1869–70 none of the principal of the railroad aid bonds issued under the acts of 1852, or acts amendatory thereof, had matured, but now the General Assembly of the State, to enable the respective companies to repay any part of the principal of their indebtedness for bonds loaned to them, passed an act permitting payment in any of the outstanding bonds of the State.

To obtain money to purchase State bonds for surrender, they were severally authorized to issue mortgage bonds upon their respective roads and equipments corresponding in denomination with the State aid bonds, and deposit them with the Comptroller of the State, to be by him delivered to the company or its agent whenever, and as Tennessee State bonds were by the company surrendered and cancelled. These mortgage bonds were by law declared to be a first lien on the road and equipments of the company issuing them,

and as evidence to the purchaser the Comptroller was required to and did certify upon each bond that it was "secured by first mortgage."

Many of the companies availed themselves of this legislation, and under its sanction and authority an aggregate of between thirty and forty million dollars of such mortgage bonds were by the companies issued and sold, and are now outstanding.

Other railroad companies did not avail themselves of the provisions of the law of 1869–70. They continued to be in default as to the payment of interest, and as to payment annually into the sinking fund required by statute. Proceedings by the State were therefore commenced in the State Court of Chancery, and decrees of foreclosure and sale obtained.

At the sale the State was purchaser. These foreclosed roads were subsequently sold by the State and new companies organized. Payment by the purchaser was made to the State in any outstanding Tennessee State bonds at their face value, and the purchaser was invested with all the right and title of the State.

The State, as before stated, had funded her over-due bonds and interest coupons into a new bond under the law of 1865, and in February, 1870, another act was passed to again fund unpaid interest that had accrued on the public debt, together with the floating debt of the State, and all that might become due up to 1874. Holders of Tennessee bonds, including holders of internal improvement bonds issued to railroad companies, generally accepted the provisions thus made for retiring over-due interest coupons, as they had done under the act of 1865. The State of Tennessee however, again defaulted in her interest January, 1, 1875,

and subsequently openly repudiated her bonded debt, for the payment of which the faith and credit of the State were solemnly pledged.

The Statute.

The Internal Improvement Act of February 11, 1852, will alone be referred to, as it contains all the provisions necessary to be considered. The lien is declared by the third section which is as follows:

"That so soon as the bonds of the State shall have been issued for the first section of the road as aforesaid, they shall constitute a lien upon said section so prepared as aforesaid, including the road-bed, right of way, grading, bridges, and masonry, upon all the stock subscribed for in said company, and upon said iron rails, chairs, spikes and equipments, when purchased and delivered, and the State of Tennessee, upon the issuance of said bonds, and by virtue of the same, shall be invested with the said lien or mortgage without a deed from the company, for the payment by said company of said bonds, with the interest thereon as the same becomes due."

The requirement, by section five, as to the payment of interest is, that fifteen days before it falls due the company shall deposit in the bank of Tennessee—the State's fiscal agent—

"an amount sufficient to pay such interest, including exchange and necessary commissions, or satisfactory evidence that said interest has been paid or provided for, and if said company fail to deposit said interest as aforesaid, or furnish the evidence as aforesaid, it shall be the duty of the Comptroller to report that fact to the Governor,"

who is immediately to put the road into the hands of a Receiver to operate it in behalf of the State until the default is made good, and then to surreuder the road to the company.

By the section,

"The Comptroller is authorized, and it is made his duty upon his warrant to draw from the treasury any sum of money necessary to meet the interest on such bonds as may not be provided for by the company as provided for in in this act, and the Comptroller shall report thereof to the General Assembly from time to time."

The requirement as to the payment by the company of the principal of the bonds by section seven is:

"That at the end of five years after the completion of said road, said company shall set apart one per centum per annum upon the amount of bonds issued to the company, and shall use the same in the purchase of bonds of the State of Tennessee, which bonds the company shall pay into the treasury of the State, after assigning them to the Governor, and for which the Governor shall give said company a receipt, and as between the State and said company, the bonds so paid in shall be a credit on the bonds issued to the company. And bonds so paid in and the interest accruing thereon, from time to time, shall be held and used by the State asa Sinking Fund for the payment of the bonds issued to the company, and should said company repurchase any of the bonds issued to it under the provisions of this act, they shall be credited as aforesaid and cancelled. And should said company fail to comply with the provisions of this section, it shall be proceeded against, as provided in the fifth section of this act."

viz, as in case of failure to meet installments of interest.

It will be noticed that as these bonds were to be issued in installments at different periods, they would therefore fall due at different times.

The sixth section provides:

"That if said company shall fail or refuse to pay any of said bonds when they fall due, it shall be the duty of the Governor to notify the Attorney General of the district in which is situated the place of business of said company, of the fact; and thereupon, said Attorney General shall forth-

with file a bill against said company in the name of the State of Tennessee, in the Chancery or Circuit Court of the county in which is situated said place of business, setting forth the facts, and thereupon said Court shall make all such orders and decrees in said cause as may be deemed necessary by the Court, to receive the payment of said bonds, with the interest thereon, and to indemnify the State of Tennessee against any loss on account of the issuance of said bonds, by ordering the said railroad to be placed in the hands of a receiver, ordering the sale of said road, and all the property and assets attached thereto or belonging to said company, or in such other manner as the Court may deem best for the interest of the State."

By section twelve,

"the State of Tennessee expressly reserves the right to enact by the Legislature thereof, hereafter, all such laws as may be deemed necessary to protect the interest of the State, and to secure the State against any loss in consequence of the issuance of bonds under the provisions of this act; but in such manner as not to impair the vested rights of the stockholders of the companies."

What the parties claim.

Complainants contend that the statutory lien is to be regarded as an instrument of security taken for the benefit of the bondholders; or more fully stated, that the legislation and action of the State under it were effectual to fix upon the railroads respectively a lien not merely for the indemnity of the State of Tennessee, but also to secure the payment of its bonds to their holders; that the State became trustee of this lien for the benefit of the holder of the bonds, which lien inured to their benefit as *costius que trusent* of the State, by force of the express contract to that effect in the law creating the security, as well as by necessary legal implication from the relations of the parties, which no subsequent dealings between the railroad companies and the State could discharge. Again it is said:

"the first or primary object of the act was to compel each aided company to pay its debt directly to its true creditor, the lender on the bonds. This was effected by the usual and proper process, a lien pure and simple for the payment of the bonds upon the estate of each aided company enforcible in equity in case of default."

On the other hand defendants' answers state the opposing view thus:

"that the said statutory mortgage was taken by the State in its own behalf and for its own benefit, and not as trustee for its bondholders, and that said statutory mortgage was conditioned solely for the payment by the Company to the State of the company's indebtedness to the State for the bonds loaned to it, and in respect of both principal and interest such payment was conditioned to be made by the company to the State before the corresponding amount of interest or principal would become due or payable by the State to the holders of the State bonds; * * * that by the statute two entirely independent and distinct debts were created, one from the State to the bondholders upon its bonds payable to bearer, resting upon the faith and credit of the State, the other an indebtedness from the railroad company to the State for the amount of the State bonds loaned to it, and that the statutory mortgage was given to secure this latter direct obligation from the railroad company to the State, with which the bondholders had no connection or concern."

It is further said that whether the engagement of the company was to pay to the State or to holders of the bonds is not important, and that if under the terms of the act it shall be held that the companies were to make payment to the bondholders, such payment was to be merely in relief of the State from the ultimate performance of its obligation—but all the while the obligation of the State remained—was to be in exoneration of the State but did not modify its undertaking on the bond and created no privity between the bondholders and the company. That such an undertaking by the company would be to indemnify the State by payment of the

bond in its stead, and that the obligation was to the State alone, and one in which no one else had or was intended to have any legal or equitable interest, much less any direct participation and right of intervention or control. That the relation between the railroad company and the holder of State bonds was that merely of vendor and purchaser of negotiable securities, passing by delivery and without endorsement and therefore created no relation between them of debtor and creditor.

Opinion.

I cannot refrain from expressing personally and officially my acknowledgements for the complete and exhaustive arguments by learned and eminent counsel which distinguished the hearing and submission of these important cases. I approach their consideration with all the aid which the most consummate and elaborate arguments can afford. The opinion will not extend over all the debated ground.

Have the holders of internal improvement bonds, loaned by the State of Tennessee to a railroad company, under the act in question, any enforcible right by contract or otherwise in the statutory lien that is reserved to the State of Tennessee for the payment of the principal and interest of the bonds as they matured? Section three provides:

"That so soon as the bonds of the State shall have been issued for the first section of the road as aforesaid, they shall constitute a lien upon said section * * * and the State of Tennessee, upon the issuance of said bonds, and by virtue of the same, shall be invested with said lien * * * for the payment by said company of said bonds, with the interest as the same becomes due."

This section of the statute relates only to the first division of thirty miles, but the lien there declared is

by another part of the act applied and extended to each additional section of twenty miles as fast as completed, and finally to the entire road as security

"for the payment of all bonds issued to the company" (Sec. 4).

The lien upon the property of the company was effected by virtue of the statute upon the issue of the bonds by the State and their acceptance by the company. Unless an intention of the Legislature to secure the purchaser of the bonds can be implied from the act and the dealing of the parties, the claim of complainants to the relief asked in these suits rests upon a mere equity. There is no denial that it was the State of Tennessee which was invested with the lien, but it is said that she occupies the position of a surety holding security for the payment of the debt, which security the creditor—the bondholder—can upon default of the principal debtor—the railroad company—avail himself in equity; that default by the company and by the State in the payment of the interest having occurred, the State becomes and is a trustee of this lien for the benefit of the bondholder. It was the State and the railroad company that dealt together in this matter. The State dictated the terms upon which it would grant aid, and the company accepted those terms without reference to what the purchaser of the bonds would say or claim. The bonds were loaned by the State and passed over to the company to be sold for money to aid or accommodate the company. The bonds were accepted by the company upon the understanding and agreement: 1. That the state was invested with a lien upon the company's railroad and property to secure "the payment by said company of said bonds, with the interest thereon as the same becomes due." 2. That the inter-

est should be paid by the company to the financial agent of the State at least fifteen days before it should become due, or satisfactory evidence be produced that it had been paid or provided for; and 3, that the principal of the bonds should be paid by the company by means of a sinking fund in the State Treasury, created by the purchase and deposit therein of Tennessee interest bearing bonds, supposed to be adequate for the purpose of enabling the State to meet its bonds at maturity.

There is nothing in any of these stipulations out of which the relation of the State to the bondholder is changed from that of a principal debtor to a surety. Nor does it appear how the company becomes debtor to the bondholder in any degree whatever. There is no express promise on its part to the bondholder, nor is any contract relation implied between him and the company. Section three contains no language importing such promise. It declares merely that the State of Tennessee shall be invested with a lien for the payment of the bonds by the company. The State imposes the lien if its aid is accepted, and as a condition of the grant. The language may imply a promise by the company accepting the aid to pay the State, but there is no obligation of the company to pay the bondholder, resulting either from positive law or from contract express or implied.

The lien was clearly "reserved in favor of the State." It was the State of Tennessee that upon the issuance of the bonds was invested with the lien or mortgage without deed. No other lien could have priority over or come in conflict with the lien of the State. The company was to deposit the interest money and exchange with the State's fiscal agent at least fifteen days before it became due, or satisfactory evidence that the interest had been paid or provided. All the suits and proceed-

ings under the Act are given as remedies exclusively to the State. The State might have a decree and sell the road for non-payment of any bond. The bond was made by the State for the accommodation of the railroad company and was sold in open market, without any promise by the company, other than what is implied to the State by accepting the benefit of the Act.

There is no express declaration of trust on the part of the State. It is sought to raise a trust out of the language of the Act, and the principle is invoked applicable to a security given by a debtor to his surety conditioned that it shall be void if the mortgagor pays the debt on which the mortgagee is surety, viz: that in such case the mortgage will be held both as an indemnity to the surety and as a security for the debt; the surety being regarded in equity as trustee for the benefit of the creditor and as having no right to discharge or defeat the trust, unless it be to a purchaser for a valuable consideration without notice.

The rule is not questioned. But it is not conceived that this rule would control the express terms of a mortgage or other instrument of security, nor render wholly nugatory the effect of an express reservation of a right of disposition of the mortgaged property by the mortgagee as is provided in the statute under consideration.

It is not within the province of equity to import conditions into the mortgage. The conditions of this statutory lien were, that the company should deposit the interest money and exchange with the State's fiscal agent or furnish evidence of prior payment, and should also pay into the treasury the means of providing a Sinking Fund for the ultimate payment of the bonds. This dealing was to be with the State—as to the payment of the principal it must have been—as to the pay-

ment of interest it was optional with the company—and there being no express covenant by the company a compliance with the conditions named in the mortgage would discharge the lien.

We do not overlook a claim made by one of complainants' counsel, that the intention of the Legislature is to be ascertained by the language of the statute declaring the lien, but we think the statute must be construed together, and that the requirements put upon the mortgagor—the conditions of his mortgage—when read in connection with the declaration, many times repeated in the statute, that the lien is the lien of the State, should have great weight in determining the legislative intention. The meaning of the legislation is to be declared from the words and subject matter of the statute. It is the scope and meaning of the whole enactment, rather than the literalism of words and phrases that are to govern; the signification of the entire Act and not a single clause determines the intention of the law maker. Thus section six, considered with other provisions of the Act, is important as reserving to the State the right through proceedings in Court to sell the road, thereby discharging it from the lien imposed by the statute.

The fact that the State might discharge the lien in such way imports that there was no intention of the law makers to give a beneficial interest in the security to any one but the State. This view applies with peculiar force where the holder of the security is a State not amenable to the ordinary process of Courts.

This view of the effect of section six upon the construction as to legislative intent is not weakened but fortified by section fourteen, which declares that

"in the event any of the roads shall be sold under the provisions of the Act, it shall be the duty of the

Governor to appoint an agent for the State to attend the sale, and, if necessary to protect the interests of the State, buy in the road in the name of the State; and in case the State shall be the purchaser, the Governor shall appoint a Receiver who shall take possession of the road and property, and use the same as provided for in the fifth section of this Act, and said Receiver shall settle his accounts semi-annually with the Comptroller until the next meeting of the General Assembly."

This section imports three things at least as to a sale: 1, a third person may be a purchaser; 2, the State may be the purchaser; 3, that the purchaser obtains a title discharged of the lien. It is manifest that if a stranger buys he takes title freed from all liens imposed by the act upon the property, and there is nothing in the language of the section or in the act to indicate that the State, becoming purchaser, does not take the property equally free from such lien.

The Receiver appointed by the Governor is to take possession of the road and "use the same as provided for in the fifth section," that is, in like manner, viz.: "run the same and manage the entire road." This he is to do until the next meeting of the General Assembly, when by clear implication the future management or disposition of the road is left to legislative action.

The contract between the State and the company is that the State shall have a lien "for the payment by said company of said bonds," but it is nowhere required by the State, and therefore not assented to by the company, that the latter shall pay *to the bondholder*. It was urged that this language imports payment by the company to the only person then entitled to ask or enforce it. The language must, however, be understood to relate to other parts of the statute which prescribes specifically the manner of payment by the company, viz.: payment annually into the State Treasury of a sum to be employed as a sinking fund.

It is made optional, by section five, with the company, whether it will deposit the interest as it becomes due with the fiscal agent of the State or pay the same to the bondholder, and by section seven the principal was to be paid by setting apart annually after five years from the completion of the road a certain per centum of the amount of bonds issued to the company, invested in any bonds of the State and assigned to the Governor. This sinking fund provision would, within the period which the bonds had to run, place in the treasury of the State an amount sufficient to nearly or quite enable the State to pay the bonds. The Tennessee bonds were generally six per cent., and funded in those the time required would be thirty-three years and two months.

There is nothing in the act to indicate that after the company has complied with these provisions as to interest and sinking fund, and has thus provided the State with the means of payment, that the company was also required to pay to the bondholders. Certainly this was not the condition of the security, as the only way in which a default could occur was by failure of the company to provide for payment of the interest and principal in those specified ways.

But it is said the Sinking Fund was not to be commenced until five years after the particular road should be completed, and that that event might not take place at all or not till half or more of the time which the bonds had to run had expired, so that the period might be wholly inadequate in which to provide a sufficient Sinking Fund for paying the bonds when due, and that this indicates that the lien was not intended as security merely for payment by the company to the State by means of a Sinking Fund in the manner provided. A statute must be construed from the standpoint, the circumstances and surroundings of the lawmakers when

it was enacted; and it would be unjust and repugnant to reason and common experience to assume that the Legislature passed the act in the expectation that the roads would never be finished or would not be completed within a reasonable time. Besides section twelve reserved to the State ample powers to make such modifications in relation to the time for the Sinking Fund to commence and the per cent. annually to be paid into that fund as would fully protect the interests of the State against delay on the part of the railroad company.

Whatever might be said in regard to the evidence, adduced in these cases, of contemporaneous construction through the utterances of State officials in public documents, the action of any department of the State government or otherwise, there is, in the judgment of the court, nothing to change the views which have been expressed.

Chamberlain *v.* St. Paul and Sioux City R. R. Co., 92 U. S., 299, was decided upon a statute and upon facts similar to those in the present cases and is very instructive. The State of Minnesota by a constitutional amendment provided for an issue of its bonds as a loan to the Southern Minnesota Railroad Company, and required such company to convey the lands in question "in trust for the better security of the Treasury of the State from loss on said bonds," and further provided that if the borrowing company should make default in payment of either the principal or interest of the bonds issued by the State, the Governor should proceed to sell the lands held in trust by the State. The company accordingly executed a trust conveyance of the lands to the State, conditioned for the payment of the principal and interest of the bonds issued to that company. The company made default in the payment of interest. The State foreclosed and became the purchaser of the lands which she granted to another corporation, the de-

fendant in the Chamberlain suit. Chamberlain was holder of some of the State bonds, the payment of which was secured by the trust conveyance, and sought to have a lien upon the land declared in his favor.

In the cases at bar, as in that case, the State was primarily liable to the holder of the bonds. In the cases at bar, as in that case, the State reserved to itself the right of foreclosure and disposition of the property. In deciding that case, Justice Field after stating the position of the complainant, viz.: "that the interest which the State took under the trust deed and mortgage was only the right to hold them as security against loss upon its bonds, * * * that this interest was not changed by foreclosure of the mortgage and by purchase of the property by the State," uses the following language:

"The State was primarily liable to the bondholders; and it was only between her and the company that the relation of principal and surety existed.

It may be doubted whether the bondholders could call upon the company in any event. The endorsement made by the President simply transferred the bonds; it was not the act of the company. Be that as it may, whatever right the plaintiff had to compel the application of the lands received by the State to the payment of the bonds held by him, it was one resting in equity only. It was not a legal right arising out of any positive law or any agreement of the parties. It did not create any lien which attached to and followed the property. It was a right to be enforced if at all only by a Court of Chancery against the surety. But the State being the surety here, it could not be enforced at all, and, not being a specific lien upon the property, cannot be enforced against the State grantees."

This was said to be the law of that case, even if the bondholders could have called upon the company for payment. But laying this feature aside, the analogies are as before stated, and whatever right the plaintiffs

have to claim benefit from the security rests here as in that case as a mere equity; there was no legal right because the law did not impose one, and the company made no promise to the bondholders. Such equity created no lien which followed the property; the liability of the State was to the bondholder. She held no relation as surety to him; as in the Chamberlain case, it was only as between her and the company that in any possible view the State could be regarded as surety, and this view would make it necessary to treat the company as the principal debtor to the bondholder, whereas the company was not the principal debtor, nor indeed a debtor to the bondholder in any degree.

The reasoning in the case of Hand *v.* R. R. Co., in the Supreme Court of South Carolina—manuscript—referred to on the argument, cannot all be adopted as applicable to these cases if the conclusions might be.

It is not upon its fact authority. The railrond company made its own bonds and the State guaranteed their payment to the holder by endorsement. The State was secured by a lien upon the company's road, reserved by the statute which authorized the guarantee. As a surety the State assumed contract obligations to the creditor—the bondholder. If a creditor has a right to claim the benefit of security given by the debtor to his surety for the latter's indemnity, it does not follow that the right exists where the principal debtor takes the security from the accommodatee and where the security holder holds no other relation to the creditor than that of debtor, and the giver of the security is neither a debtor or surety to the creditor.

It becomes unnecessary to further consider the effect of the reservation of power to the State under section twelve. The court has already stated that such re-

served power is ample to authorize a modification of the sinking fund provisions, as has been done by increasing the amount to be paid annually into the Sinking Fund, and changing the time for such payment to commence.

It follows that by this judgment neither the foreclosed or the non-foreclosed roads are subject to any lien in favor of the holders of internal improvement bonds issued by the State of Tennessee, under the acts passed by that State, and to which reference has been made.

Other topics presented in the arguments need not be considered.

A decree will be entered in each case, dismissing the bill of complaint therein, with costs to defendants, and it is directed that such decrees be drawn and presented for approval.

Decree.

Circuit Court of the United States,

SIXTH JUDICIAL CIRCUIT,

MIDDLE DISTRICT OF TENNESSEE,

[In Equity.]

CALVIN AMORY STEVENS, who sues on behalf of himself and other holders of Tennessee State bonds issued to the Central Southern Railroad Company,

vs.

THE NASHVILLE & DECATUR RAILROAD COMPANY AND OTHERS.

This cause came on to be heard upon the bill of complaint, the answers thereto, the answer and cross-bill of the defendants, Charles Diggelman, Marius A. Sorchan and Sophie Mylius Von Miller, the answer of the complainant thereto, the replications and the proofs, and was argued by counsel for the respective parties.

5 And the Court now being fully advised thereon finds:

First.—The equity of the cause to be with the defendants.

Second.—That the complainant is not entitled to the relief prayed for.

Third.—That the deeds of trust and mortgages set forth in the answer and cross-bill of the said Charles Diggelman, Marius A. Sorchan and Sophie
6 Mylius Von Miller, made to the said Calhoun and the said Wilson and the said Iselin are in respect to the claim of the complainant and of all other holders of the bonds of the State of Tennessee originally loaned by said State to the Central Southern Railroad Company, the best and only liens and incumbrances on said property therein described; and,

Fourth.—That in respect to the equity of the
7 holders of the bonds thereby intended to be secured, the lien originally reserved by the State of Tennessee on account of the bonds loaned to the Central Southern Railroad Company has been effectually transferred to and for the benefit of the said respondents and other holders of said mortgage bonds of the Nashville and Decatur Railroad Company.

It is therefore ordered, adjudged and decreed, that the bill of complaint of the complainant
8 be, and the same is hereby dismissed, and that the said Charles Diggelman, Marius A. Sorchan and Sophie Mylius Von Miller, and all other holders of the bonds secured by the said deeds of trust or mortgages, be forever quieted in their said rights and title under the same against the claim of the complainant and all other holders of the bonds of the State of Tennessee, originally

issued to the Central Souhern Railroad Company, and that they be and are hereby perpetually enjoined from hereafter, contrary to this decree, setting up their claim aforesaid.

And it is further ordered, adjudged and decreed, that the said complainant pay to the defendants the costs of this suit, to be taxed, and that defendants have execution therefor.

And thereupon came the complainants at the same time, and prayed an appeal from the foregoing decree, which appeal is allowed, and the amount of the penalty of the bond to be given by them is fixed at one thousand dollars.

Settled and approved, this 30th day of October, A.D., 1880.

S. L. WITHEY.
District Judge,
Mid. Dist. of Mich.

1

Supersedeas Bond.

U. S. Circuit Court,

SIXTH JUDICIAL CIRCUIT.

MIDDLE DISTRICT OF TENNESSEE.

2

CALVIN AMORY STEVENS, on behalf of the holders of Internal Improvement Bonds of Tennessee, issued to the CENTRAL SOUTHERN RAILROAD COMPANY,

vs.

THE NASHVILLE & DECATUR RAILROAD COMPANY, and the LOUISVILLE, NASHVILLE & GREAT SOUTHERN RAILROAD COMPANY.

} In Equity.

3

Know all men by these presents, that we, Calvin Amory Stevens, resident of the City and State of New York, and Eugene Kelly, Peter Geddes, John T. Terry, Eugene Plunkett, and Solon Humphreys, residents of the same place, are jointly and severally held and firmly bound unto the Nashville and Decatur Railroad Company and The Louisville and Nashville Railroad Company in the sum of one

thousand dollars each, to be paid to the said The Nashville and Decatur Railroad Company, and the Louisville and Nashville Railroad Company and their successors, for which payment well and truly to be made, each of us doth hereby bind himself, his heirs, executors and administrators jointly and severally by these presents.

Sealed with our seals, and dated this 29th day of December, in the year of our Lord one thousand eight hundred and eighty.

Whereas, lately, at a Regular Term of the Circuit Court of the United States, for the Middle District of Tennessee, held by consent of all parties to the record at the City of Nashville, in said State, a final decree was rendered in the above-entitled cause, dismissing the complainant's bill out of the said Court.

And whereas an appeal from said decree to the Supreme Court of the United States was prayed on behalf of complainant in said suit, namely: Calvin Amory Stevens, which appeal was granted, and the order granting the same was filed with the Clerk of said Circuit Court.

Now, the condition of the above obligation is such that if the said Calvin Amory Stevens shall prosecute the said plea to effect and answer all damages and costs if they fail to make the said appeal good, then the above obligations to be void, else to remain in full force and virtue.

CALVIN AMORY STEVENS, [SEAL.]
EUGENE KELLY, [SEAL.]
P. GEDDES, [SEAL.]
JNO. T. TERRY, [SEAL.]
EUGENE PLUNKETT, [SEAL.]
SOLON HUMPHREY. [SEAL.]

UNITED STATES OF AMERICA,
Southern District of New York. } ss: 9

On this 29th day of December, 1880, before me personally appeared Calvin Amory Stevens, Eugene Kelly, Peter Geddes, John T. Terry, Eugene Plunkett and Solon Humphreys, to me known, and known to me to be the same persons described in and who executed the foregoing bond, and severally acknowledged to me that they executed the same.

WILLIAM H. DELANCEY,
[L. S.] *Notary Public,* 10
Westchester & N. Y. Co's.

UNITED STATES OF AMERICA,
Southern District of New York. } ss:

CALVIN AMORY STEVENS, being duly sworn and examined, deposes and says: I am one of the bondsmen named in the foregoing bond, and I am worth the sum of two thousand dollars over and above all my debts and liabilities and property exempt by law from execution. 11

CALVIN AMORY STEVENS.

Sworn to before me, this 29th day of December, 1880.

WILLIAM H. DELANCEY,
[L. S.] *Notary Public,*
Westchester & N. Y. Co.

UNITED STATES OF AMERICA,
Southern District of New York. } ss:

EUGENE KELLY, being duly sworn and examined, 12 deposes and says: I am one of the bondsmen named in the foregoing bond, and I am worth the sum of two thousand dollars over and above all my debts and liabilities and property exempt by law from execution.

EUGENE KELLY.

13 Sworn to before me, this 27th day of December, 1880.

[SEAL.] WILLIAM H. DELANCEY,
Notary Public,
Westchester & N. Y. Co's.

UNITED STATES OF AMERICA, *Southern District of New York,* } ss:

14 PETER GEDDES, being duly sworn and examined, deposes and says: I am one of the bondsmen named in the foregoing bond, and I am worth the sum of two thousand dollars over and above all my debts and liabilities and property exempt by law from execution.

P. GEDDES.

Sworn to before me, this 29th day of December, 1880.

WILLIAM H. DE LANCEY,
[L. S.] *Notary Public,*
15 Westchester and N. Y. Cos.

UNITED STATES OF AMERICA, *Southern District of New York,* } ss.:

JOHN T. TERRY, being duly sworn and examined, deposes and says: I am one of the bondsmen named in the foregoing bond, and I am worth the sum of two thousand dollars over and above all my debts and liabilities and property exempt by law from execution.

16 JOHN T. TERRY.

Sworn to before me, this 29th day of December, 1880.

WILLIAM H. DE LANCEY,
[L. S.] *Notary Public,*
Westchester and N. Y. Cos.

UNITED STATES OF AMERICA,
Southern District of New York, } ss.: 17

EUGENE PLUNKETT, being duly sworn and examined, deposes and says: I am one of the bondsmen named in the foregoing bond, and I am worth the sum of two thousand dollars over and above all my debts and liabilities and property exempt by law from execution.

EUGENE PLUNKETT.

Sworn to before me this 29th day of December, 1880. } 18

WILLIAM H. DE LANCEY,
[L. S.] *Notary Public,*
Westchester and N. Y. Cos.

UNITED STATES OF AMERICA,
Southern District of New York. } ss.:

SOLON HUMPHREYS, being duly sworn and examined, deposes and says: I am one of the bondsmen named in the foregoing bond, and I am worth the sum of two thousand dollars over and above all my 19 debts and liabilities and property exempt by law from execution.

SOLON HUMPHREYS.

Sworn to before me this 27th day of December, 1880. }

WILLIAM H. DELANCEY,
[L.S.] *Notary Public,*
Westchester and N. Y. Co.

20

UNITED STATES OF AMERICA,
Southern District of New York. } ss.:

WILLIAM H. FARRALL, being duly sworn, deposes and says: I am well acquainted with Eugene Plunkett, one of the sureties named in the foregoing bond, and know of my own knowledge that he is worth the sum of two thousand dollars over and above all

his debts and liabilities and property exempt, by law from execution.

WILLIAM H. FARRELL.

Sworn to before me, this 30th day of December, 1880.

WILLIAM H. DE LANCEY,
[L. S.] *Notary Public,*
Westchester and N. Y. Co.

UNITED STATES OF AMERICA, *Southern District of New York.* } ss.:

S. NEWTON SMITH, being duly sworn, deposes and says: I am well acquainted with Solon Humphreys, one of the sureties named in the foregoing bond, and know of my own knowledge that he is worth the sum of two thousand dollars, over and above all his debts and liabilities, and property exempt by law from execution.

S. NEWTON SMITH.

Sworn to before me this 30th day of December, 1880.

WILLIAM H. DE LANCEY,
[L.S.] *Notary Public,*
Westchester and N. Y. Co.

By the Honorable John Baxter, United States Judge, in and for the Sixth Judicial Circuit, Middle District of Tennessee.

I hereby approve the foregoing bond, as to form and manner of execution, and as to the amount thereof, and the sufficiency of the sureties, and direct that the same shall operate as a supersedeas.

Dated, January 6th, 1881.

JNO. BAXTER,
United States Judge.

CIRCUIT COURT OF THE UNITED STATES.

MIDDLE AND WESTERN DISTRICTS OF TENNESSEE.

C. Amory Stevens *vs.* The Louisville & Nashville Railroad Company *et al.*

Same *vs.* Louisville & Nashville Railroad Company, Nashville & Decatur Railroad Company *et al.*

Same *vs.* Same.

Same *vs.* Louisville & Nashville Railroad Company, Memphis & Ohio Railroad Company *et al.*

Same *vs.* Louisville & Nashville Railroad Company, Memphis, Clarksville & Louisville Railroad Company *et al.*

It is agreed that the following described testimony, so far as relevant and competent, shall be considered as read in each of the foregoing cases, printed copies to be furnished by either of us to the clerk when he makes up the record, as part thereof:

FOR THE COMPLAINANT.

1. Printed stipulation signed E. L. Andrews and Ed. Baxter, as heretofore filed in these causes.

2. Printed stipulation signed by George Hoadly and Stanley Matthews.

3. Printed compilation made up by complainant.

4. Record of proceedings, Davidson County Court, printed.

5. Certificate of cash in State Treasury, printed.

6. Printed statement of prices of State bonds, after January 1, 1870, contained in stipulation of Evarts, Southmayd & Choate, and E. L. Andrews.

7. Depositions of C. Emory Stevens, three in number; also of Eugene Kelly, John T. Terry, George Arents, Ed. Baxter, Wm. H. Osborn, Dempsey Weaver and Albert S. Marks.

8. Two depositions of Richard T. Wilson.

9. Printed copy, order of E. M. Stanton, secretary of War, dated August 8, 1865.

10. Report (printed copy) of Judiciary Committee, W. H. Wisener, Chairman, February 19, 1869, and copy of Senate and House Journal, relative to the bill referred to in said report.

11. Act of February 9, 1850, sections 1 to 3 inclusive.

FOR THE RESPONDENTS.

Nos. 1 and 2 as above, being the two printed stipulations above referred to.

3. Printed compilation made up by respondents.

4. Printed record of foreclosure in the Chancery Court at Nashville of The State *vs.* The Memphis, Clarksville and Louisville Railroad Company, all objections on account of its being an incomplete record being waived.

5. Pages 128 to 177, both inclusive, of the printed report of James L. Gaines, Comptroller of the State of Tennessee, to the Forty-first General Assembly of the State of Tennessee, made January 6, 1879.

6. Printed depositions of John C. Brown, Maney Bell, Samuel R. Cruse, John S. Claybrooke, R. C. Jackson, John J. Craig, Campbell Wallace, Neil S. Brown, Columbus Powell, Albert Roberts, D. B. Cliffe; J. W. Drexel, V. K. Stevenson, J. G. M. Ramsey, B. O. White, John M. Fleming, Ira P. Jones, Peter Geddes, J. D. Porter, M. T. Polk and James L. Gaines. The last three were taken by Hon. James Fentress.

The foregoing depositions are such as have been taken in various cases brought by the complainant against the foregoing and other railroad companies in Tennessee.

Also, all depositions and other documentary testimony heretofore filed in the cases named in the caption of this agreement.

While it is agreed that the foregoing depositions and documents may be filed in these cases, it is expressly understood that to make them, or either of them, or any part of either of them, competent in these cases, the testimony must be competent and relevant in these particular cases, and that no special exceptions need be taken to point out out the irrelevant and incompetent testimony, but its admissibility may be pointed out and relied upon in argument or brief, both in the Circuit and Supreme Court.

It is also expressly understood that where any fact is agreed upon in the stipulation signed by Andrews and Baxter, or in the stipulation signed by Matthews and Hoadly, referred to above, it shall not be affected by anything contained in the depo-

sitions or other documentary proof agreed to be filed in this stipulation.

It is further agreed that the record of the exhibits and testimony aforesaid shall be made up by the clerk in any one of those causes, and that the same shall be treated, regarded and considered as the record of the exhibits and testimony in each and all of the said causes, and that upon appeal to the Supreme Court of the United States a single transcript of the record of said exhibits and testimony so made up may be filed as the record of said exhibits and testimony in each and all of said causes, without filing or docketing any other record except the proper record in each cause so appealed of the pleadings, process, orders and decrees and action and testimony therein other than that contained in said record of said exhibits and testimony.

GEO. HOADLEY,
Solicitor for Complainant.

STANLEY MATTHEWS,
For John B. Smith and others, Defendants.

ED. BAXTER,
Solicitor L. & N. R. R. Co., N. & D. R. R. Co. Mem. & O. R. R. Co., Mem., C. & L. R. R. Co.

NASHVILLE, May 7, 1880.

CIRCUIT COURT OF THE UNITED STATES,

SIXTH JUDICIAL CIRCUIT—MIDDLE DISTRICT OF TENNESSEE.

IN EQUITY.

CALVIN AMORY STEVENS, on behalf of the holders of Internal Improvement bonds of the State of Tennessee, issued to the CENTRAL SOUTHERN RAILROAD COMPANY.

vs.

THE NASHVILLE and DECATUR RAILROAD COMPANY, and the LOUISVILLE, NASHVILLE AND GREAT SOUTHERN RAILROAD COMPANY.

I, LEWIS T. BAXTER, Clerk of the above named Court, hereby certify that the foregoing is a true copy of the records in the above entitled cause and which are necessary to a hearing in the Supreme Court of the United States, and that the same are prepared according to the request of the solicitors for appellants in this cause.

In testimony whereof, I hereunto subscribe my name and affix the seal of
[L.S.] the said Court, this 12th day of September, 1881.

LEWIS T. BAXTER,
Clerk.